

THE CALLBOARD

OF THE REDWOOD EMPIRE DIVISION

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

October - December 2008

All Railroad enthusiasts are welcome to enjoy an afternoon of model railroading fun on Saturday, November 15th.

November Meeting

Monroe Hall
Santa Rosa

The next meeting of the Redwood Empire Division will be held on **Saturday**, November 15th at the Monroe Hall, 1400 West College Avenue in Santa Rosa.

We will not be able to get into the Hall until 1 PM so the meeting will start at 1:30 and end at 5.

We'll start with a open category "show and tell" model contest, which will include the award winning models from the Anaheim National as well as those from the Fresno PCR.. Please read the excellent contest/display article by GIUSEPPE AYMAR, beginning on page 3, for more information.

After a break, HAROLD MENTZER will present a clinic on culverts, a small model to build which really enhances the realism of your layout.

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

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 two special door prizes, which will be a framed print of Sumpter Valley Railroad articulated locomotive #251

by John Coker and a book, *Classic American Railroads* by Mike Schafer.

We hope to see you on Saturday, November 15th after 1PM and before 1:30 PM.

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. Go **west** on College Avenue from Hwy 101. Vehicle parking is located behind the building.



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DIRECTOR'S REPORT BY CAROL ALEXANDER

Before I go to the business of the Division, I feel compelled to comment on the recent passing of my friend and our fellow RED member, DON CABRALL. Don passed quietly in his sleep at home with his family on October 15th. There is an excellent obituary on-line in the Press Democrat newspaper at: www.legacy.com/pressdemocrat/DeathNotices.asp?Page=LifeStory&PersonId=118968489 that will inform you of the facts of Don's life. It does not, however, convey the zest of his life.

Although I have thought of myself as a model railroader since I was fourteen, Don's **Hessel and Lone Pine** was the first model railroad I ever operated. I remember the warm welcome on my first visit and how it was repeated every time thereafter. I remember Don as man of meticulous craftsmanship, patience and good humor. I never heard anyone speak poorly of him nor did I here him speak poorly of others. He was quick to respond to request for assistance of any kind but he especially loved to share his knowledge of our hobby with others. He was an ambassador of our hobby where ever he traveled and made friends in many places around the world.

To my knowledge, Don never held any elected office in the Division or Region but he was always one of our most active and supportive members. He gave generously of his time and skills whenever he was asked. His passing leaves a large hole in our organization and in my heart. I trust that you all join me in expressing our deepest condolences to his wife, Liz and to his children and grandchildren. Don, thank you, for the lessons and the memories.

On Saturday, October 18, 2008 we held the mid-year Board of Directors' meeting in Fremont. We met at the Marriott Hotel where the 2009 Convention will be held. It is a very nicely appointed facility that is very easy to find. The 2009 Committee has done an excellent

job of planning and prepared a full schedule of events; I hope all of you will come and join us in April 2009 for a really great time!

At this meeting the Board authorized the Storekeeper, STEVE SKOLD, to acquire two more LCD digital projectors for the Region. The Convention fund is well funded enough to handle the expense and the two projectors we already own have proven their worth many times over. The Board also felt that this was an appropriate way to return surplus convention funds to the members' benefit. The 2008 Convention Committee turned in its final financial report and the proceeds of that Convention is enough to pay for the projectors.

Ray deBlieck and his team are almost at the point to call for volunteers to help with the planning and execution of the 2011 National Convention; look for them to be calling for volunteers to help soon.

Happy Railroading.



DON CABRALL photo from Carol Alexander

SUPERINTENDENT'S REPORT BY STEVE SKOLD

I can't add much to Carol Alexander's report on the passing of DON CABRALL. He was a member of the Sonoma County Hi-Ballers since 1972 and

(Continued on page 3)

(Supt's Report Continued from page 2)

was the inspiration for many of our layouts and models. He was the first in our group to go to DCC and operations without blocks. He was my mentor and I will miss him terribly.

RED has been awarded the 2011 PCR Convention. As it is the same year as the NMRA Convention in Sacramento, we will only have a mini convention with a minimum of activity. There will be a Friday afternoon PCR Board Meeting; model and photo contests, a couple of clinics and layout tours on Saturday; and an awards ceremony and annual membership meeting at the Sunday breakfast buffet.

CHIEF CLERK'S REPORT BY DR. ED MERRIN

As advertised in the July - September 2008 issue of the Callboard, the Redwood Empire Division held it's annual picnic on Saturday, August 16th at Westside Farms in Healdsburg.

For those of you that haven't been there, Westside Farms is the home of RED member RON KAISER and his wife Pam. Besides a lot of growing things and various members of the animal kingdom such as horses, goats, dogs, cats, macaws (they talk!), finches, and chickens, not to mention visiting geese and bullfrogs, their home features an operating model railroad. Thus, model railroaders (and all "railroad enthusiasts," as the Callboard put in) were treated to not only the fun of an outdoor barbeque but the chance to spend as much time as they wanted in the "train room."

The afternoon was blessed by beautiful weather, sunny but not too hot. Our gracious hosts offer a wonderful outdoor area sprinkled with enough picnic tables to spread out a group like ours comfortably. In fact, we were so comfortable most of the food we brought failed to survive the day.

Of course, besides the good company the big draw of the afternoon was the

railroad. For those of you that have seen it, you know what I'm talking about. For those that, for one reason or another, have not taken the opportunity to attend an RED function at Westside Farms, I can tell you that you missed an opportunity you should not pass on next time.

The railroad, based on the transition era Western Pacific, is housed in its own building just past the main house. To get there you must walk a gauntlet of red macaws desperately trying to win your attention with acrobatic stunts and an assortment of vocalizations. Once past these characters you climb up onto a porch and then into the door.

What's inside is pure railroad heaven. The layout, which is now partially scenicked and sports a magnificently painted backdrop surrounding the benchwork, spreads out before you. It fills most of the room, but with comfortable isles to stretch out in. Ron has paid attention to the idea of making a layout room comfortable and pleasant to be in. It is spacious, uncluttered, air conditioned, and carpeted. There is plenty of room to lounge around while your friends occupy themselves running trains.

The basic design is operation oriented. Trains originate in one of two staging yards, one representing Sacramento and the other points east, climbing up a helix to reach the layout proper. On one end is Oroville, the other Portola, with a huge Keddie yard between them. There are Quincy and Marysville branches, and a "High Line" as well. The layout is DCC equipped, and many of the locomotives have sound. Operations are based on a car card system, with a dispatcher, timetable, and fast clock.

Once things got going in the layout room, RED members and other guests seemed to enter into the railroad area, never to be seen again until pulled out by their spouses or partners. It was great fun for those of us there. We're looking forward to seeing you at the next one. ***

CONTEST/DISPLAY REPORT

BY GIUSEPPE AYMAR

It is an interesting fact that while working on my patients, the question comes up often regarding railroad modeling, exposing a different perception people have about the subject and revealing the hidden wishes that go unanswered. Most often, I get comments like: "wish I could model, but don't have the equipment", "special skills are needed", "time" etc., etc. Today, one can buy out-of-the box models that are actually a very good replica of the real thing, so why even think of making our own models? The way I look at it is that we have become a society of spectators. We will sit down and watch programs on the boob tube, sport events or a movie, but we ourselves, do not want to be participants. It is much easier to be a spectator and criticize the work of others, like a dropped catch for a touchdown in the Super Bowl or a called third strike that ends the game on the losing side with the bases loaded. It is much more comfortable reading project articles in a railroading magazine than actually sitting down and doing our own project. Artisanry has become part of the past. Immediate gratification is now King.

All this jabbering, of course, is going on in typical dental office fashion while the patient is reclining in my dental chair with both my hands and the assistant hands in the patient mouth. I do all the talking and on occasion, when I pose a question, I do expect the poor soul to answer me in good, intelligible, clear, concise English. What I get, of course, is a mumbo-jumbo of words. What is frightening, though, is that I can clearly understand each single word; and so, the conversation goes on. The vast majority of people think that because I am a Dentist I have that special something needed for modeling. Well, then, why did the best modelers around NOT become Dentists? What is really needed is passion, or put more plainly "liking what we are doing"

(Continued on page 6)

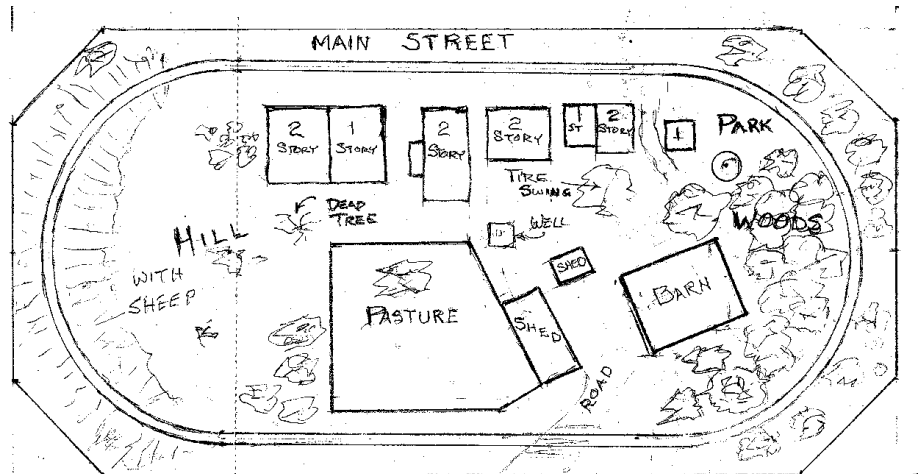
THINK SMALL #58

Big Plans for Small Spaces

Planning a layout can be a major challenge. We are all faced with the common problem -never enough space to satisfy our big dreams. We can only replicate in miniature a tiny part of the railroad we have in our minds, be it real or imagined.

OUR railroad empire may be on one or many modules, track" on a shelf, a 4x8 table, a spare room, a garage or a special building. We all share the common problem. We must be creative in compressing our dream into the available space. Smile - face the facts! Finding a satisfactory compromise can be a large part of the fun. Be green, find a way to do more with less.

During the construction phase, I felt quite smug about the only layout I ever completed. The 2 foot by 4 foot trolley exhibit received many smiles at local train shows years ago. It was a barrel of fun to build and easy to transport. With its clipped corners, there are only 7.67 square feet of layout, but many points of interest. Main street has a grocery store, a bakery, the hardware store, dentist and doctor's offices with the mortician's place next in line, then the barber shop, the justice court and a tiny watch repair shop. Little people with names are busy on the street, on the farm or relaxing in the park that has both lawn and a gazebo. The farm features a barn with "Mail Pouch" advertising on the roof and a rain barrel. There are sheds for a tractor and livestock. The fenced pasture has cows and horses. Oh yes, there is a windmill to pump water from the well. (Livestock get thirsty.) One end of the layout boasts a hill with small trees and grazing sheep. Why a hill? It provides the excuse for rails in a curving cut; a scenic bit that I wanted. The sheep catch the casual viewer's attention. Ask viewers if they noticed the sheep. Adults say "what sheep?" and the



- MY 2x4 -

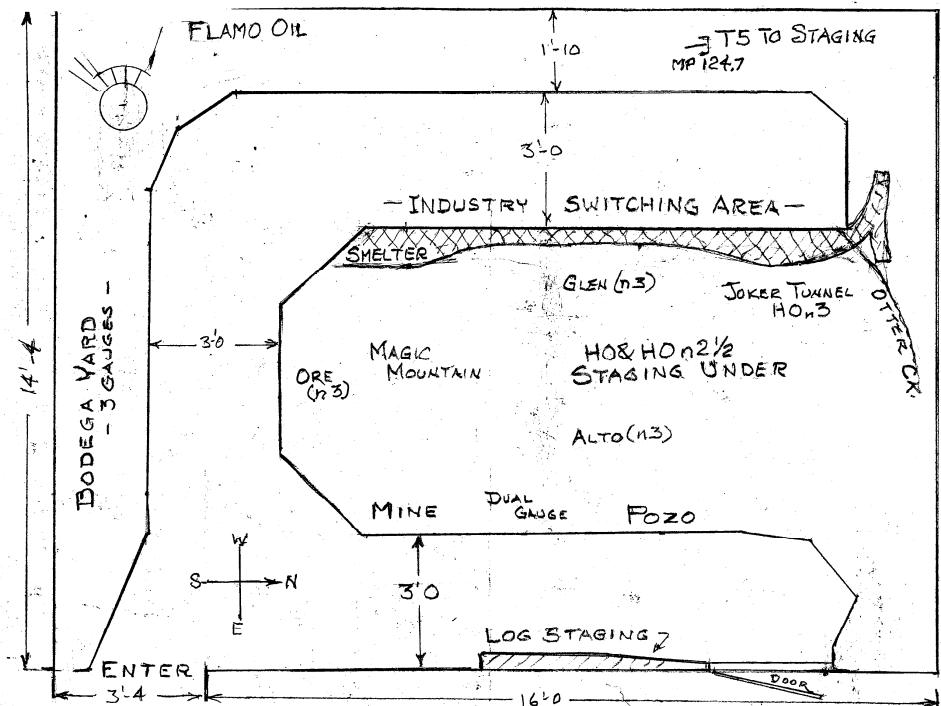
kids will tell you how many. Rails curve through the woods at the other end of the layout. The close spaced trees hide a still and its sleeping moonshiner. The trolley car also vanishes in the trees for a moment as it rattles around the track. With 10 inch radius curves, a trolley was a no brainer for my 2x4.

The little 2x4 was fun to build and exhibit but the rails are just a loop. It is like the train under the Christmas tree - BORING!

Two feet by four feet with clipped corners equals 7.67 square feet. But find the same area on an 8 inch shelf and

you can build an HO gauge switching layout that will give you hours of interesting railroad fun. Those 8 inches of width will provide layout space for three parallel HO standard gauge tracks, with inches to spare for building walls or other scenic bits. A linear switching layout eleven and a half feet long and three tracks wide can provide hours of railroading fun. You have multiple options. The rail side of an industrial park or a warehouse district or a waterfront. If an end is open, a "tea cart" float operation is possible. Remember, linear layouts may have curves!

(Continued on page 5)



(THINK SMALL Continued from page 4)

If you want home rails for your trains, a big chunk of space is nice but not a requirement. If finding an area for right-of-way is a problem; think string bean instead of Big Mac. Be GREEN. With a 44 ton diesel or a two truck shay for power and a few 36 and 40 foot cars you can enjoy hours of fun switching a layout strung out on a shelf. A big plus time wise will be your structures. You only need to build the trackside wall of your buildings. Another plus gained with a linear layout is reachability. Everything is easy to get at without stretching. I have learned that long reaches and bending under a layout become problems that grow as the years go by.

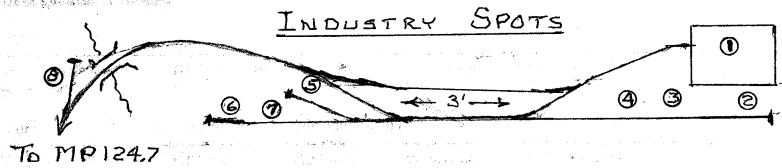
My upstairs room suffers from too much track. I wanted rails in three gauges, switchbacks and steep grades for geared engines, mountain railroading with tunnels, etc. Most of the stuff is there. Some tracks are almost impossible for the ancient one to fix, if there is a problem. As the proverb says "Old too soon and smart too late". The switchbacks are fun but they take up a lot of real estate. The industry branch off MP 124.7 on the Bodega Western wins hands down when I calculate fun time per sq. ft. of layout.

Industry is essentially a shelf on the west edge of the central peninsula that dominates my train room. Industry grew with little advance planning. Call it "Fool's Luck". With just five

Tasks for Industry Turn

Smelter	Status	Desired
① Portal	3 MT Ore	3 Fill Ore
② Bldg Door	CM 06 Loaded	N&W 05
③ Oil Filler	UTLX 63 Empty	Tex Mid 42
④ Hazmat Shed	SP 91 Hold	Respot
FBN Area		
⑤ Team Track	GN 93 Loaded	BW 12
⑥ Dock	WAG 31 Loaded	SN 40
⑦ Yard	SN 40 Loaded	Vacant
North End		
⑧ Pottery	Vacant	NP 94

Switcher has 7 cars from and to Bodega. Note: I use just the last two digits of car numbers.



inches of depth in the middle and an average width of 7-1/2 over some 10 feet along the aisle, industry leads in railroad fun as I shuffle cars in and out, taking care of the railroad's customers.

Industry was born as a simple long spur off the main line to facilitate the Smelter end of a classic mine and smelter exchange of loads and empties. I had an excuse for moving ore cars in two gauges with geared motive power doing the work. The HON3 switchback route terminates at the smelter but the HO switchbacks route traffic to Bodega. Industry provides a route for ore traffic between Bodega and the smelter.

As you know, I have mice in my head. There is a freight door on the smelter building. A spur to reach that door was inevitable. Smelters need fuel. Soon there were oil pipes to feed underground tanks. Scraps of corrugated stock were left when I built the Bodega freight depot. Result, the Haz-mat shed.

The curve at the north end exposed space for Fly-by Night and an additional short spur - my team track. Finally, I found one more possibility. north of lower Otter creek bridge.

I could double gauge the west end of a HON2 1/2 spur and connect it to HO rails. The Smelter spur blossomed into eight places to spot cars!

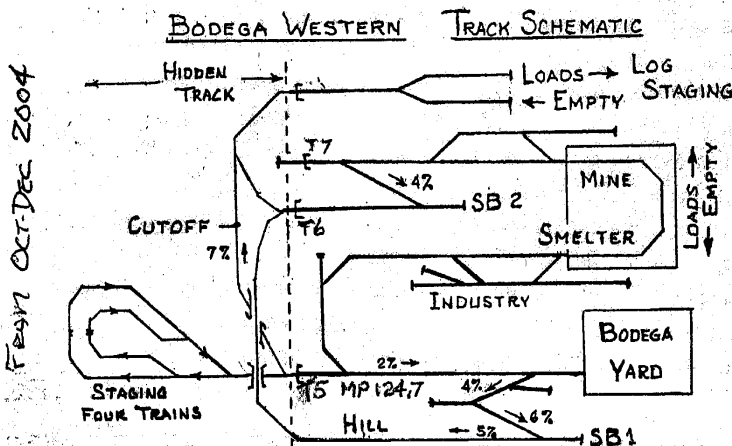
There are endless variables but the diagram above shows a sample industry turn for the Bodega Switcher.

With an entire room to play trains I do have variety. There are rails for three gauges and a dual gauge round-house. Magic Mountain covers loop staging in two gauges and supports Joker Tunnel. There is a mine and smelter for loads - empties car exchanges. Grades and switchbacks are available for geared engines in two gauges. It was even possible to sneak in a tiny bit of HON2 1/2 for interesting dual gauge track work..

This is all neat stuff but when I think GREEN efficiency (fun time per sq. ft), the skinny little industry spur off MP 124.7 wins hands down. Industry was easy to build and is easy to maintain. The dual gauge approach even supports a "Draw" and some interesting signals.

If you have limited space, think GREEN and smile. You can be playing trains while I am sweating and grumbling as I tackle another maintenance problem.

Bill Williams The Ancient One



(Contest Report

Continued from page 3)

How, you ask, do I get this passion? Do I wait politely for the Muse of Passion to strike a chord in my soul? Will procrastination give me passion? Will armchair reading give me passion? The way I see it is as follows: pick an easy project you can complete in one evening (commonly found in any RR publication) and keep it simple. Once it is completed, a feeling of exhilaration, confidence and satisfaction takes over together with the need to show it to everyone in shouting distance; all the while a simple, satisfied smile will lighten your face. This is the beginning of the road to passion.

Modeling is not necessarily building a steam locomotive from scratch, nor does it mean a tedious, complicated paint job. It does not have to involve resistance soldering (what?, what is that?), nor does it have to have measurements to the nanometers (here he goes again, what?). I would define modeling as an attempt to recreate in small scale what we see in the real world. With this definition, anything we create, build or put together is worthy of our efforts; passing it on to

others offers them the incentive, the spark, the hope they can also be building models. This could be in the form of a tree, a shanty, a small scene. HAROLD MENTZER, in fact, is going to show us at the next RED November meeting how to model simple culverts (not gigantic bridges). Or, again, how about a simple flagpole, advertising billboard, a small street scene, a small agricultural scene with apple and orange trees, windmills, electric power lines, on and on. The list is endless. So, do not think only rolling stock and locomotives. Be creative and have fun. Remember how much fun we had when we learned how to use dry transfers to letter a car? How hard was it to do? Now that WAS modeling.

I encourage everyone to bring one small model to the meeting to display. You do not have to talk about it. Just display it. Show to yourself and to others what you can do. Yes, there will be other models that won awards at the last Regional and National contests. Please do not let that intimidate you. We all started with the first model. I still have mine and I treasure it, for this is the model that initiated me to this wonderful hobby. It would not win any prizes at any level; but it represents my

first effort and I am very proud of it.

The show and tell strives to offer information and inspiration to modelers at different ability levels. The new modeler should be able to realize what can be done, the intermediate modeler could be striving to learn new techniques, and the advanced modeler might get inspiration to get even better. We are all here to be inspired and to learn something new.

My grandmother used to say Beppino (affectionate for Giuseppe); if you do not learn something new everyday it is a wasted day (talk about our kids being under pressure today?).

So, there you have it. In a nutshell: do not be shy, bring any model to share; smile, enjoy and become part of the meeting (remember: participant rather than spectator). My grandmother will be proud of you. Me too will be proud of you. Thank you in advance for the cornucopia of models we will be feasting on. (sounds to me like Holiday spirit; cornucopia, feasting, lots of small trains).

Ciao for now, see you in November.

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,

CLUB SCHEDULES

2630 Cleveland Ave., Santa Rosa. Call Brad Squires (707) 568-4298 or Don Hanesworth 823-9615

<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@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 is running its G-scale layout 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 for more information. www.eelrivervalleyrr.org

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

ANNUAL MEETING OF THE REDWOOD EMPIRE DIVISION

Date: May 17, 2008

CALL TO ORDER TIME: 1:00 PM

1. APPROVE MINUTES OF LAST MEETING (as published in the 7-9/2007 CALLBOARD). Moved, seconded and passed unanimously.

2. TREASURER'S REPORT by Chief Clerk Ed Merrin

Total Income Last 12 months: \$259.88
 Total Expenses: \$684.24
 Current cash balance: \$1705.49

There has been a slow and steady decline in RED funds. The current balance is down from over \$3000 just five years ago. The cause is primarily from a lack of fund raising activities. A number of ideas were brought forward on how this situation might be approached. Carol Alexander put forth the idea of creating a video series on model railroads of the Redwood Empire.

3. BALLOT COMMITTEE REPORT: Carol Alexander was elected RED Director.

4. ANNOUNCEMENTS:
 PCR President Ron Plies gave a report on the Fresno convention this year. Jack Burgess received the John Allen award and Mary Moore-Campagna was the proud winner of the Annual PCR Person of the Year award. Ed Merrin won the RED Member of the year award. RED members faired very well in the contest room with a number of winning contest awards for models and photography. The most prominent awards went to Giuseppe Aymar for Best of Show (wheel car) and Brice Benson for Favorite Model (Sturgeon Saw Mill). A more complete list can be found in Steve Skold's RED Report in the 7-9/08 PCR **Branch Line** issue. Next year's convention will be hosted by the Coast Division in Fremont, April 15-19.

The RED will be hosting the 2011 PCR Convention, which will be a scaled down "mini" version, in deference to the NMRA National Convention that will be held in Sacramento that July.

5. OLD BUSINESS None

6. NEW BUSINESS None

ADJOURNMENT TIME: 1:20 PM

Introducing the best deal in model railroading.

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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 add. Non-members will be asked to pay a nominal charge of \$2.50 for each 4 lines.

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.

MAGAZINES FOR SALE

Model Railroader 1939 to mid 2005
Railroad Model Craftsman 1950's to 1990's
 Also **Pacific News, Trains** + some others

Call Don Clauder 707-539-3510



CFC 12286
Federal Employees! For the first time, the National Model Railroad Association (NMRA) will be included in your annual Combined Federal Campaign (CFC) to be conducted at your workplace. To offer the NMRA your support please designate #12286 on your CFC contribution form.

EDITOR'S NOTES

January – March CALLBOARD
Staff Meeting: 7:30 PM January 20, 2009
Text Deadline: January 27, 2009
Mailing: February 3, 2009
Meeting: Saturday, February 21, 2009

April — June CALLBOARD
Staff Meeting: 7:30 PM, April 14, 2009
Text Deadline: April 21, 2009
Mailing: April 28, 2009
Meeting: May 16, 2009

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 List "Yes Notification" on the email subject line. No message is required **except** your first & last name.

COMING DOWN THE LINE

November 8-9: **International Railfair**, Roseville Web site: www.internationalrailfair.com

November 15: **RED** meet at Monroe Hall, Santa Rosa. Details are on page 1.

November 15-16: . **Napa Valley Model Railroad HS** open house 10AM to 5 PM.
FREE admission. #

December 7: **Coast Division** meet in Mountain View. Web site: www.pcrnmra.org/coast

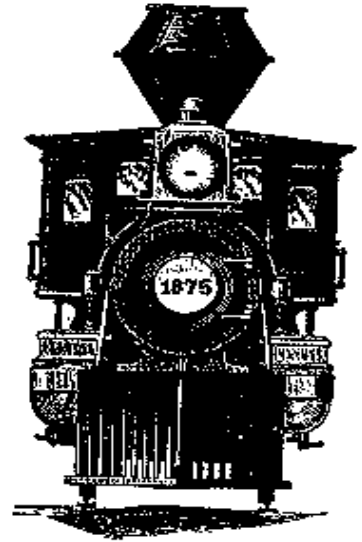
December 13-14: **Napa Valley Model Railroad HS** open house, 10 AM to 5 PM.
FREE admission . #

February 21, 2009: **RED** meeting in Napa

April 15-19, 2009: **Pacific Coast Region** Rails Across the Bay 2009 Convention,
Fremont, CA Web site: www.pcrnmra.org/conv2009

May 16, 2009: **RED** meeting in Santa Rosa

July 5 to 11, 2009: **NMRA National Convention**, Hartford, CT
Web site: www.hn2009.org/home.html



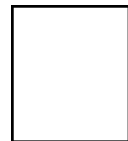
*Many of the art items used in
this newsletter are courtesy
of Ken Houghton Rail Images
or came from the web site:
www.rrhistorical.com*

Contact information is listed on page 6

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

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FIRST CLASS