



# CALLBOARD

## SUMMER 2023

RED Website: <https://www.nmra-red.org/>

SUMMER 2023 CALLBOARD

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# RED PICNIC



A big **"Thank You!"** to the **Golden Gate Railroad Museum** for opening their facility for the annual Redwood Empire Division Picnic on Saturday, August 19th. Members could do self-guided tours the engines and rolling stock and ride on the museum's railbikes. Following the tour of the GGRM, the picnic moved to the Sonoma Depot Park for a Redwood Empire Division hosted picnic lunch and tour of the Sonoma Depot Museum. A big **"Thank you!"** to Paul Weiss and RED staff members for putting together this year's RED picnic.

Other items of interest include the Redwood Empire Division election results, a tutorial on making trees by Dan Obermeyer and an article on operating sessions by Giuseppe Aymar.

Past issues of the Callboard are available for viewing on the [RED website](#).

RED Website: <https://www.nmra-red.org/>

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Paul Weiss

[paulbweiss@mac.com](mailto:paulbweiss@mac.com)**CALLBOARD Editor**

Scott Lockhart

[scottnl1947@gmail.com](mailto:scottnl1947@gmail.com)**Superintendent's Report - Paul Weiss**

We had good weather and a good turnout for our annual Summer Meet as described elsewhere in this issue. Thanks to Gary Pischke with an assist from David Turner in helping plan things out. As is always the case, we hope you will consider joining us for these quarterly events, the staff is working hard to make these Meets enjoyable and energetic.

Now we will look forward to November 18, our Fall Meet at Monroe Hall in Santa Rosa. We will continue the new format that I introduced you to in the spring, a fast-moving event that includes a free lunch, a keynote speaker, a Show and Tell with cash prizes, and some social time. The Show and Tell was a crowd pleaser... not a modeling contest, rather a combination of things to share including models certainly, but also stories, collectibles, and/or other items that the crowd may find interesting. The winners are determined by voting that's conducted right there and then by the mob on hand. It is a fine time to start to plan your entry, possibly earning both a cash prize and much love and karma from the attendees.

In the meantime, we ratified new By-Laws (thanks again to Joan Fleck and Al Merklebs for eagle eyed additional editing) which may have been decades overdue. This marks the end of the era for Giuseppe Aymar who served on our behalf on the PCR Board and is already missed as a RED Officer. By-laws done, we next completed an election cycle which included filling two newly created officer positions. These new Member Representatives will help with ideas, communication to you all, and generally advancing the ball. Congrats to Jason Schoenmann and Larry Domansky for stepping up and winning voter approval. Also you're stuck with me as your Super for a little while more, the voters spoke and I haven't been asked to leave.

While I'm dropping all these names please also join me in heaping ongoing praise on two of the other key people who help deliver the goods. Dave Grundman continues on in his term, the elected role as Chief Clerk/Paymaster. Scott Lockhart makes this CALLBOARD one of the best of its kind. Both of these fellas deserve your thanks next time you have the chance.

**PLEASE ALSO REMEMBER** that I have been sending email blasts on items of interest, please let me know of events, requests for support however small, or anything else you'd like the help of the community with. This email capability is fast and free and has enjoyed good response and engagement. Send me your items and we'll do the rest.

**Paul Weiss****Superintendent: Redwood Empire Division**

**RED Staff****RED Superintendent**

Paul Weiss

[paulbweiss@mac.com](mailto:paulbweiss@mac.com)**RED Chief Clerk**

Dave Grundman

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Scott Lockhart

[scottnl1947@gmail.com](mailto:scottnl1947@gmail.com)**Chief Clerk's Report - David Grundman**

The current RED bank balance is \$7134.26.

**Membership Report - Gus Campagna**

As of May 2023 Redwood Empire Division membership stands at 109 members.

**Member Representative - Jason Schoenmann**

Jason is a full time college student from Novato. He works as the manager of an auto shop in the San Rafael area. He has only been fully bit by the RR bug for about two years but he has fallen deep down the rabbit hole. He is currently in progress of building his first layout based on an industrial area south of the Oakland airport. He is also a member of the Carquinez Model Railroad Society and is a weekly helper for Paul Weiss's Central Vermont layout. Operations and operating are his main interest in the hobby but he has picked up TT&TO dispatching quickly. He enjoys weathering locomotives and rolling stock as well. During the next two years Jason hopes to be a model representative of our hobby and an ambassador to help encourage fellow younger people to join us and continue to develop the hobby. He hopes to increase our online presence to reach interested people of all ages. As well as increasing member turnout for events and finding solutions to improve everyone's experience. Jason would like to thank everyone who voted for him and for giving him the honor to represent you.

**Wanted: RED Program Chair**

Do you want to take a more active role in the Redwood Empire Division? The Program Chairperson position is open and we are looking for someone to help put together program presentations for three meetings. You would work with other staff members to find interesting topics and people for meetings. If you are interested in the Program Chair position, please contact Paul Weiss at [paulbweiss@mac.com](mailto:paulbweiss@mac.com).



# 2023 RED PICNIC

## Golden Gate Railroad Museum

The Golden Gate Railroad Museum graciously opened their facility for a tour of their facilities in Schellville. The GGRM started in 1975 with volunteers dedicated to restoring former Southern Pacific 4-6-2 "Pacific" steam engine #2472. It was fully restored at the Hunters Point Naval Shipyard and participated in Railfair '91 in Sacramento, joining many other locomotives, including SP 4449, UP 8444, and UP 3985. The 2472 operated many excursions during the 1990's. At the same time, the GGRM began acquiring other interesting railroad cars and diesel locomotives.

In 2005, the GGRM moved to the Niles Canyon Railway, where operation and restoration efforts until 2017, when the GGRM moved to their current location in Sonoma County at Schellville. The GGRM completed the move in 2020.

The GGRM is working hard to prepare SP 2472 and the rest of the collection for public excursions in Sonoma County.

A big **"Thanks!"** to Dave Turner and Gary Pischke for organizing this tour at the GGRM!



<https://www.ggrm.org/>

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# 2023 RED PICNIC

## Golden Gate Railroad Museum

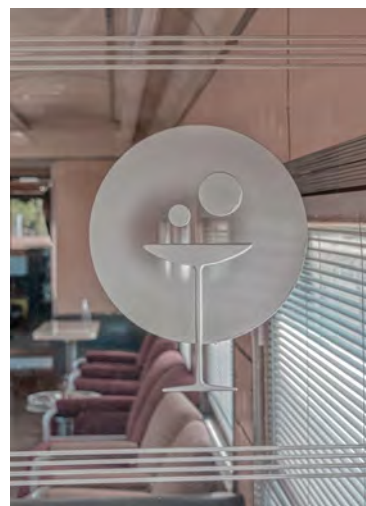


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# 2023 RED PICNIC

## Golden Gate Railroad Museum



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# 2023 RED PICNIC

## Golden Gate Railroad Museum



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# 2023 RED PICNIC

## Golden Gate Railroad Museum



<https://www.ggrm.org/>

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# 2023 RED PICNIC

## Sonoma Depot Park Museum

Following the tour of the Golden Gate Railroad Museum the RED picnic moved north to town of Sonoma and the Sonoma Depot Park Museum where a Redwood Empire Division hosted lunch was served to assembled guests. The museum was open to self-guided tours.

Built by the Sonoma Valley Railroad some time between 1875 and 1880, the station served the narrow-gauge railway from a location on the northwest corner of Sonoma Plaza. Local pressure eventually led to relocation of the rail line and depot off of Spain Street. In 1890 the line, then owned by San Francisco and North Pacific Railroad, was diverted around town and the station building was moved to the current location. Passenger service ended in 1942. In 1975, while the Sonoma Valley Historical Society was negotiating for use of the depot as a museum, fire destroyed the historic Sonoma train depot galvanizing the community into a major fund-raising drive, led by the Historical Society.

Grants and donations came from the city of Sonoma, the Sonoma County Landmarks Commission, and others, providing funding to rebuild the Depot as a Community Museum. The adjacent land was dedicated as Depot Park. The new museum and park opened in 1979.



<https://depotparkmuseum.org/>

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# 2023 RED PICNIC

## Sonoma Depot Park Museum



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## Sonoma Depot Park Museum



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# 2023 RED PICNIC

## Sonoma Depot Park Museum

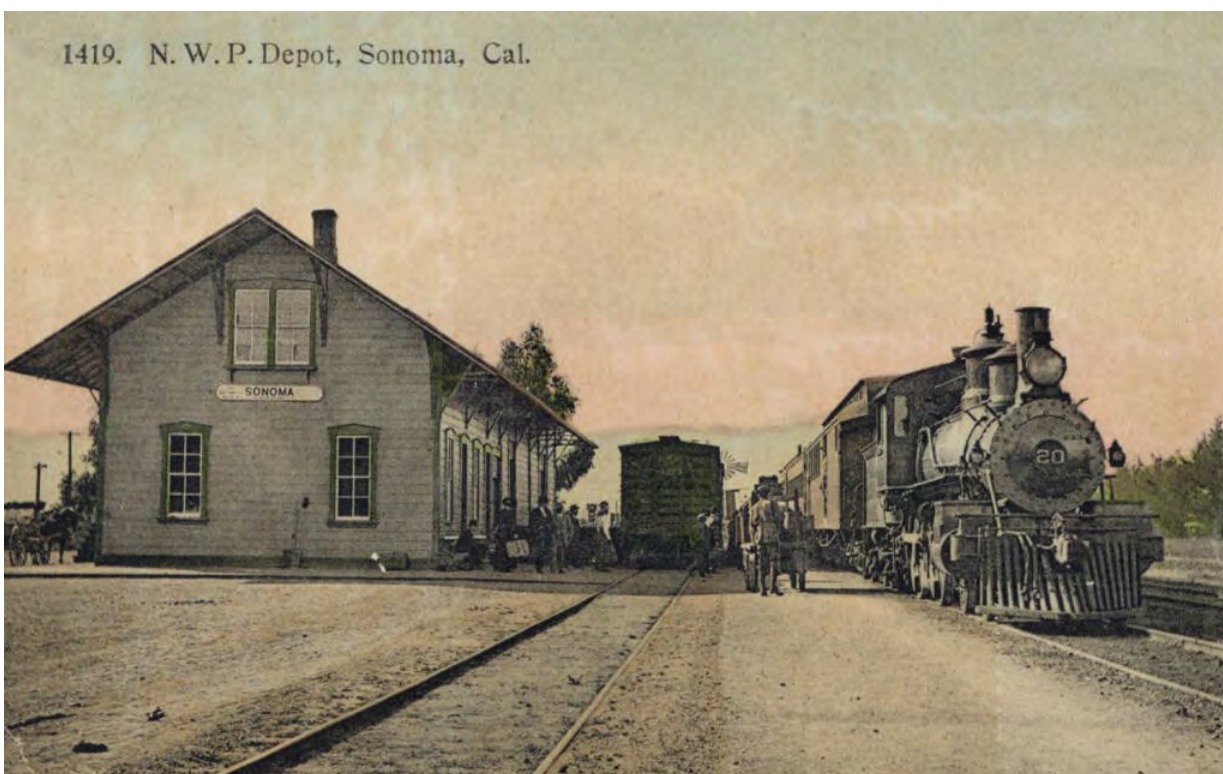


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# 2023 RED PICNIC

## Sonoma Depot Park Museum



Thanks to Ed Merrin, Doug Smith, and Gary Pischke for supplying the photographs for this article

<https://depotparkmuseum.org/>

# Making Wire Frame Trees

# Dan Obermeyer

The Missouri River appears in my layout, lined with cottonwoods and willows. Since the river is in the foreground of the layout, I needed trees that looked appropriate for the scene. After reviewing many YouTube videos, I came up with this approach that combines several techniques. My only addition is the looping of the wire back around the trunks to create more branches without using more wire or adding different lengths of wire to the main trunk.

The materials used are florist green wire. It's about 26 gauge. I get mine at Michaels for about \$5, which will make 4 to 6 larger trees. Sisal rope, modeling paste (from Amazon), matte medium, and Rustoleum's camouflage paints and gray prime round out the list. The tools used are pliers, both lineman and needle nose, small stiff paint brushes (Michaels again for about \$2 for more sizes and numbers than you need), scissors to cut the rope, and wire cutters to cut the wire. And maybe some bandages as you may draw a little blood.



The National Audubon Society Field Guide to Trees is a great resource. I use the Western Region as I model Montana. It has photos and descriptions of a great variety of trees. The best part is the drawing showing the branch structure without leaves, which gives you the general shape of the wire tree you need to create. There is also information about height, shape, trunk diameter, canopy spread, bark, and leaf sizes and shapes as well as color.

Start by cutting the florist wire to about twice the length of the height you want the tree to be when finished as you will lose height from twisting the wire and looping it back on itself to form branches. The finished bundle of wires should be close to the trunk diameter you are wanting to have. For this example, I used 60 wires two feet long to achieve a two foot diameter trunk of a cottonwood approximately one foot tall.



# Making Wire Frame Trees



Twist the wires together using heavy plies to get started. I start about an inch or two from the end of the bundles of wires to form the trunk. Twist up the bundle to achieve the height of the trunk before the first branches. Make the twists as tight as you can. For that first inch or so of the bundle, separate about five groups to form the bundles for the roots that are often exposed on the surface of the ground around the trunk. Twist these groups for wire to form the major exposed roots. Fan them out from the trunk to provide a base upon which the tree will be able to support itself later.

The first branches are formed by separating a smaller bundle of wires from the main trunk. Depending on which species of tree you are trying to create will dictate how far up the trunk the first branches appear and how thick the branches are. Separate out 1 to 3 groups of wire for these main branches. Keep the bulk of the wires together to continue the main trunk of the tree. At a height that is right for your tree, separate out another 1 to 3 branch bundles. If your tree has a single main trunk, continue moving up the main trunk creating the branch bundles until you are about two-thirds of the way up the trunk. Refer often to the pictures of your tree to determine how many bunches of branch bundles you should create for your tree.

If the tree has multiple trunks, divide the main trunk bundle to create separate trunks. The cottonwood example generally has one main trunk. Oaks often have several main trunks as do other species of trees.

You now have a bunch of wires fanning out from the main trunk. Now we start looping those branch bundles back onto and around the main trunk. Depending on the species of tree, it may be columnar, oval, spreading, or global form. Looping the branch bundles back to the main trunk allows you to create more branches while beefing up the main trunk. The cottonwood is

## Making Wire Frame Trees



more global in shape, so I looped the branch bundle back to have about one third sticking out from the main trunk and the remaining two-thirds were then twisted creating a loop. Twist the loop tightly so you create another two branches off the main trunk. The one-third of loose ends need to be twisted around the trunk once and then twisted to create a third branch of the main trunk. Start these branches by twisting the wires together start these main or primary branches. Once you have that, cut the looped wires to separate them into primary branches. Try to cut the wires square to the wire to not create a sharp point on the wires, which is sure to draw blood somewhere along the process of twisting.

Again, depending on the species of tree, you may want to loop these primary branch bundles back onto itself to create further branching. Repeat the process until you have created the primary branches for the tree. Now separate these branch bundles into 2 to 3 groups to create further branches. Keep twisting, looping, and separating the wires until you only have two or three wires in your bunch. Twist these remaining wires into the final branches leaving about  $\frac{1}{4}$ " to 1" of single wire at the end of the branch.

It is helpful to fold down the branches as you work your way up the trunk. This keeps the wires out of the way of the area you are working in and reduces the chances of poking or slicing yourself with stray wire ends. Don't worry about the final shaping of the tree until all your branches are completed. Try to keep the twists straight and fairly smooth. If your tree has more gnarly branches, twist it tighter to get that gnarly feeling.

Tops are often the hardest to finish as you are dealing with what will be the most visible part of the tree. Pay special attention to how the tops of the tree you are trying to achieve look from pictures or the skeleton drawing from the Audubon book. Practice helps in achieving the right look. If you don't get it perfect, don't worry as there are few perfect trees. Some have had a harder life than others.

Shaping the branches comes next. Some tree's branches droop, some are more upright, some are straight out, and some sag more than others. Here again looking at pictures or the skeleton drawing in the Audubon book helps. Bend the branches up, down, or straight depending on the species of tree. The cottonwood branches are generally upright, more so near the top than at the bottom.

Modeling paste is used to paint the trunk, roots, and branches of the tree. Using a stiff brush, apply the modeling paste with the goal of covering up most of the twisted wire pattern. Work the tree from the top, the sides, and the bottom to assure good coverage. Try not to apply



## Making Wire Frame Trees



modeling paste to the single wire ends of the branches. You can add a bit of water the modeling paste to smooth out lumps and bumps. Use the paste in heavy amounts to thicken the main trunk as the tree species dictates. You can also paint the roots and add more paste to broaden out the base of the trunk as it transitions into the ground. After the modeling paste is dry, you can continue to shape the branches to achieve the final form you want. Additional coats of modeling paste can be applied to build up the trunk and branches as needed. Now is the time to cut any remaining loops and straighten out the tips of the single wire branches. You can also remove any lumps and bumps if needed, especially from the single wire ends of the branches. Your fingernails or a knife can be used for this.

Paint the tree armature with camouflage spray paint or gray primer. This paint is very flat and covers it well. Spray from the sides, top, and bottom to get full coverage.

Sisal rope is used to create the fine branches at the ends of the wire branches. Cut the rope into about  $\frac{1}{2}$ " pieces and untwist it into individual pieces. You can also use 12mm static grass for this step. Apply glue, I use matt medium, to the single wire ends of the branches. Sprinkle the pieces of sisal rope (or static grass) to the ends of the branches. Apply it heavily and press it onto the areas with glue. You may need to do this more than once to achieve the desired effect. Once the glue is dry you can comb out the excess and trim as needed. Tweezers works well to remove excess material and any lumps of foreign matter that appears.



## Making Wire Frame Trees



Spray paint the whole tree with camouflage or primer paint, especially the tops and bottoms. Now your tree is set for winter. Or you can add leaves.

I attach leaves to the branch structure using hair spray. The cheapest is best as it has more lacquer, which is what holds everything together (hair or leaves). Sprinkle fine turf of your color choice. Use more than one color as leaves have variety in their colors. Work layers of ground foam and hair spray until you get the desired effect. You will need to brush off any material that has attached itself to branches and the trunk. A stiff paint brush will reach in and brush off excess material. Work the tree from all directions to find areas that need attention. Don't worry if some of the areas are hard to reach as they are also hard to see and won't affect the finished product as you won't see them.

Leaves by Noch can be used if your tree's leaves are larger and if you can find the Noch brand. Supply problems have made it difficult to buy, even online. I used fine, medium, and coarse turf by Woodland Scenics for leaves as cottonwood has smaller leaves. Build up layers of the leaves letting it dry between layers. Use different colors of turf as tree leaves are not all the same color. Also consider the time of year your tree will be in. Springtime leaves are a brighter yellow green, summer leaves are a darker green, and in the fall, they start to turn yellow. Usually, only maple leaves turn red.

Now plant your tree in a prominent place as you can be proud of it. You can spread out the roots and use more modeling past to secure it to your layout. It's a little more work to make this tree look like it's been standing there for 100 years, and you are done. Now for just a few dozen more to complete the scene.



## Making Wire Frame Trees

This tree took about 6 hours to complete and cost me about \$3 to \$5 in materials. Smaller trees take less time. The first ones always take more time as you develop your technic. Hope you try making a few trees this way as it is worth the effort for foreground deciduous trees. Enjoy.



# Oh! What fun it is to “Op” with TT&TO

(The title should be sung along with the music of that famous Christmas carol)

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## Giuseppe Aymar, MMR

What do you give someone as a birthday gift who does not want nor needs anything? A Sherpa-led excursion of Mt Everest or a circumnavigation of the globe by sailboat? No, no, no. It has to have an element of fun to go with the existential adventure. It just so happens that a month ago I received an invitation by our Superintendent, Paul Weiss, to spend a day having fun, so he said, running trains on his layout under the guidance of TT&TO rules. I heard stories about TT & TO and familiarized myself somewhat with this arcane way of having fun ( sounds to me like doing penitence here on earth to get a straight shot at Heaven and avoid Purgatory altogether). The more I read about TT&TO the cloudier my brain became as I am one of those individuals who has to do and not just read in order to comprehend. Yet Paul's invitation sounded so innocent and of the two dates given to me to choose from, June 3rd or June 6th, I selected June 6th as that coincided accidentally with my birthday. This is how the forces in the Universe work, don't ask me how. Since that decision, many a night I heard voices from the deepest recesses of my subconscious questioning my sanity and poor judgment in making the decision to step over a boundary that would bring me to a world of absolute frustration which I had heard about. It finally came to a tipping point but by then it was too late as I found myself parking my car in front of Paul's layout building. And by luck, guess who happens to be walking in the parking lot at that very moment? You guessed it, Paul. So there is no going back now. Flashing the biggest grin I could muster I answered his positive remarks about how happy he was that I made it with my best "Felix the Cat smiling" response " I would not have missed it for the world " (Lie, lie, lie ).

Entering the building with some trepidation I was buoyed by recognizing many of the faces of other operators thus the sense of loneliness and of being thrown to the sharks gradually evaporated. Now I felt I was on familiar territory. Greetings were exchanged followed by Paul's introduction to the basic concepts of the railroad and some of the major salient points. A well written, concise, bullet formatted introduction explaining key features enabled me to orient myself along the lines of geographical railroad locations. Ok so far but I still felt like a fish out of the water. But, then, something magical happened. Paul introduced me to my mentor and custodial angel. Enter Linton Von Beroldingen. Linton is the sort of person who can make a squawking cat calm down just by his demeanor. Patiently he explained what I needed to know to just get me going without overwhelming this poor dude with details; just enough information to gain my confidence in him and, by default, in myself. The few forms we were working with began to make kind of sense and I could feel myself easing into the routine of Engineer while he was the Conductor, so as to take the stress off of me, all the while teaching as we went along. With confidence growing guess what happened? Fun became part of what we were doing and I could feel my lips set in a perpetual smiling position. Station agents, locations, OS forms, schedules, superiority of trains all that stuff that had been quixotic to this point started to make sense. Just like learning the alphabet, once it is mastered one can begin to read and write. I found myself back in first grade but what a thrill that was.



# Oh! What fun it is to “Op” with TT&TO

(The title should be sung along with the music of that famous Christmas carol)

Soon I graduated to second then third grade and now I could write simple sentences. It all began to make sense. We safely navigated from the beginning to the end of the run and delivered our precious cargo to the right place almost on time.

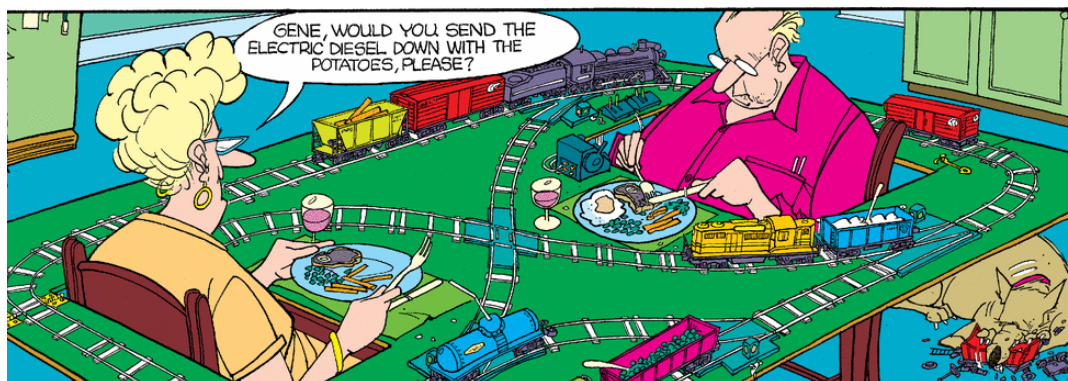
Then it was time for lunch.

Afterwards I was paired with another mentor, a familiar face in RED: Verne Alexander. This time Verne gave me the Conductor's hat so the fate of the train was now in my hands. It did not start all too well as mistakenly (uhm, not quite so sure it was a mistake) we were assigned the wrong train and the waybills I was holding ( see, I learned that nomenclature quickly ) did not match the cars on the consist. That was a good lesson for a newbie conductor: learn to walk the train making sure all is in order before leaving the station. After boarding the correct train and having departed I noticed Vern was letting me make decisions that were both good and bad but had no fatal consequences. We did ménage to end our run, with a few mistakes in between, but, all of them were a teaching point.

I do have to admit that we both felt exhausted at the end as we were on the road over two and a half hours. Nonetheless the fun was incredible. What a thrill and accomplishment.

This goes to show that many times we manufacture our worst monsters and avoid fun situations mostly due to our own ignorance of the facts. What is the sublime lesson imparted from this escapade? Model railroading is indeed fun, especially when one learns new concepts, and that our railroading community is there to help us along and coax us to improve and be successful.

I recommend for those of you who are still reading this paragraph ( I might have lost quite a few readers along the way of this diatribe ) to be proactive and respond positively to invitations to operate on railroads. It is a blast and wish I had done it sooner. I hope Paul takes another chance on me or why not, on you.



# John Huckaby's Models

John Huckaby interest in HO model railroading began in 1953 while in the Navy. He really got into model railroading after retiring in 1973 and helped form the Humboldt Bay & Eureka Model Railroad Club. John caught the modular railroading bug in the 80's and did shows up and down the west coast from LA to Seattle, Reno and Las Vegas for about 10 years. He now lives in Santa Rosa with his wife and two daughters. He has a small switching layout and, 50 to 60 buildings with more waiting to be completed.

This model represents RED members at the recent get-together at the Golden Gate Model Museum a few weeks ago.





# Roots of Motive Power Steam Festival



**41ST ANNUAL STEAM FESTIVAL**  
SEPTEMBER 9 & 10, 2023

**ROOTS OF MOTIVE POWER**  
WILLITS CALIF.

**Come see our antique equipment in action:**

- Bucyrus-Erie 50B Steam Shovel
- Caterpillar Tractors • Steam Donkeys
  - Hit and Miss Engines
- Mack AB and Mack AC trucks
- Kelley Springfield Road Roller
- Seabiscuit Diamond T-truck
- Mountain Quarries 202 1913 H. K. Porter Co. 15 ton steam locomotive 0-4-0-T
- 1952 Allis-Chalmers HD-20 tractor

**Free passenger steam train rides**  
with the Bluestone Mining and Smelting Heisler locomotive.

**The Famous BBQ & auction**  
is happening in the Rec Grove on Saturday, September 9, starting around 4 pm.  
Tickets on sale at the event.

**Steam Roller Printing at the Park**  
11 am to 3 pm - Saturday and Sunday!

**Printmaking exhibit "IMPRESSED" at the Museum next door to festival!**

**THANK YOU TO OUR MAJOR SPONSORS FOR THE 2023 EVENT:**












## Redwood Empire Division Facebook Page

Please check out the RED Facebook page. For more information about the RED Facebook Page, please contact Bill Kaufman ([bill@statebelt.org](mailto:bill@statebelt.org)).

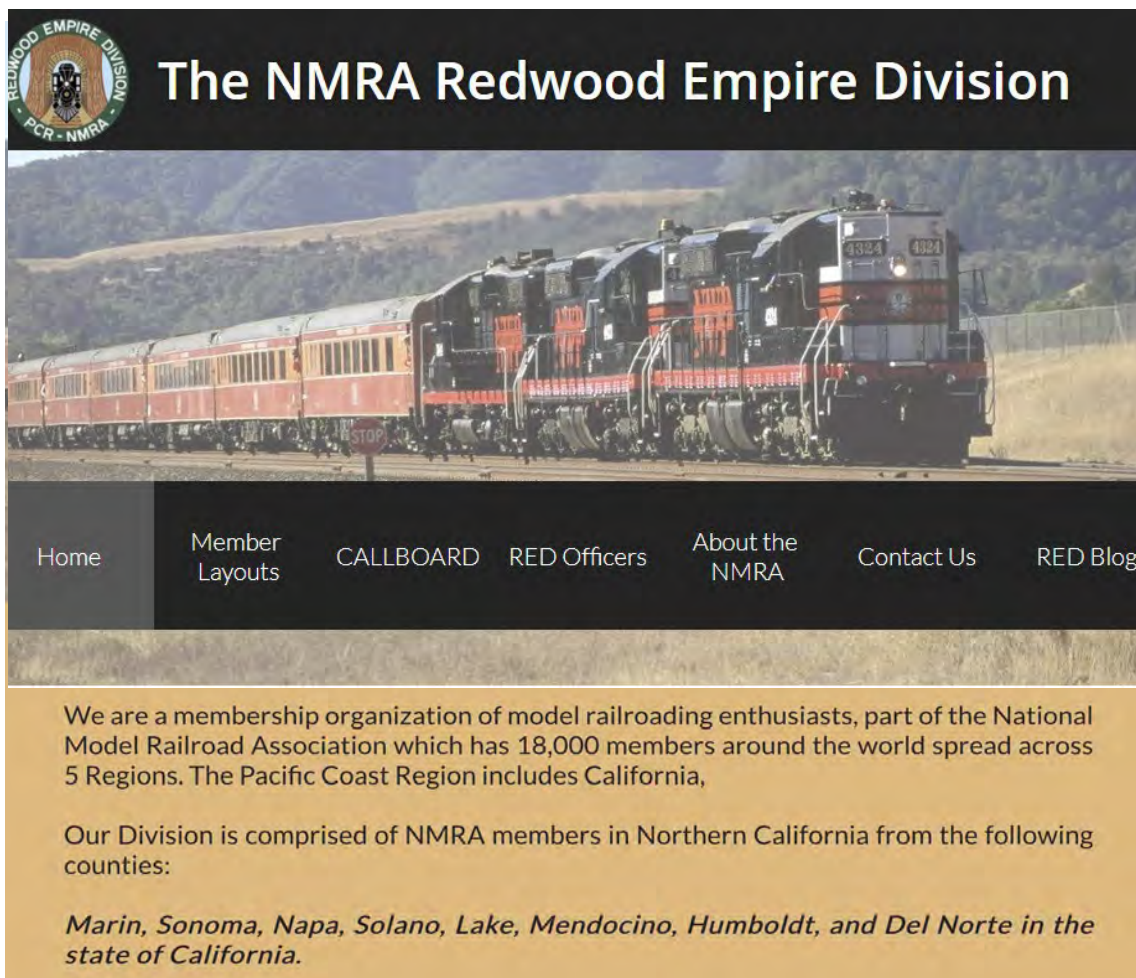
### [Redwood Empire Division Facebook Page](#)





## Redwood Empire Division Website

[Redwood Empire Division Website](https://www.nmra-red.org/)



### Webpage Contents

- List of RED clubs, member's layouts, and nearby attractions
- Access to past issues of the Callboard
- RED Officers and Staff
- About the NMRA
- Contact Us [Redwood Empire Division Website](https://www.nmra-red.org/)

**[Get Past Callboard Issues Here!](https://www.nmra-red.org/)**

## Clubs in the RED

Please check the club's websites for information on holiday activities.  
Please observe club's COVID protocols.

### **Coastal Valley Lines Modular Railroad**

The Coastal Valley Lines Model Railroad Club of Sonoma County, LTD (CVL) is an association of novice-to-expert model railroaders from around the Sonoma County, California area. We operate our HO modular railroad at public and private events and gather for clinics, work sessions, and regular monthly meetings. Visit the website for additional information. [Coastal Valley Lines Modular Railroad](#)

### **Eel River Valley Model Railroaders**

It is the purpose of the Eel River Valley Model Railroaders to preserve the rich history of the Northwestern Pacific Railroad and the history of the North Coast of California. The club has a series of modules depicting several areas of the Northwestern Pacific Railroad between Schellville and Eureka, California. Our goal is to

### **The Humboldt Bay and Eureka Model Railroad Club**

The Humboldt Bay and Eureka Model Railroad Club is the largest, most active model railroad club in Humboldt County. It has existed in the same location for about 40 years. The large layout is freelanced but with many scenes based on NWP locations. The club typically meets each Saturday at 7:30 pm. Visitors are welcome. Open house occurs during Veteran's Day and Rhododendron Days Weekends. The club is located at 7th and A Streets in Eureka, CA.

[The Humboldt Bay and Eureka Model Railroad Club](#)

### **Mendocino Coast Model Railroad and Navigation Company**

See logging history brought to life at this walk-around large G-Scale layout representing a history of logging and the railroads located in the Redwood Empire. Over 1300ft of track - equivalent to 6 miles - with views of a mill, logging camp, town, pier, bridges, and trestles.

*Hours: 10:30 - 2:30 pm: every day except Tuesdays and Thursdays.*

[Mendocino Coast Model Railroad and Navigation Company](#)

### **North Coast Historical Model Railroad Society (NCHMRS)**

The club operates an HO scale layout based on the Northwestern Pacific Railroad as it ran in the 1950s through Sonoma County to Ukiah. The club is building the layout as a display for the Depot Museum and will be located in the historic Healdsburg Freight Depot. Stop by on the 3rd Saturday of each month as we open the doors to the depot. [North Coast Historical Model Railroad Society](#)

### **Redwood Empire Live Steamers Interactive Museum**

The Redwood Empire Live Steamers is a non-profit organization dedicated to preserving Sonoma County's Railroad history through re-creation, railroad equipment, and historic landmarks in miniature.

[Redwood Empire Live Steamers Interactive Museum](#)

Continued on next page.



## Clubs in the RED

Please check the club's websites for information on holiday activities.  
Please observe club's COVID protocols.

### The Redwood Empire Garden Railway Society

The REGRS is a loosely knit club of garden railroad enthusiasts from areas north of the famous San Francisco Golden Gate Bridge who share an interest in model trains. Our members are primarily located in Sonoma County and Marin County. Contact the club for public tours and shows.

[The Redwood Empire Model Railway Society](#)

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## Our Next Meeting Saturday, November 18, 2023 Monroe Hall

1400 W College Ave, Santa Rosa, CA 95401

11:00am (doors open at 10:30am)

- Free lunch and door prizes for all attendees
- \$75 dollar award for best show and tell AND \$25 dollar award for second place
- Show & Tell - ***This isn't a model contest*** and absolutely any idea or skill level could win the prizes

# 2024 PCR Convention

Don't miss the best and maybe last opportunity to come to the Silicon Valley for a PCR Convention. Come to The Tech Line in April of 2024 for a great convention featuring 60 clinics with some of the best clinicians in the world, over 30 open layouts to visit, including bucket list layouts that have not been open for years, great prototype events and the fellowship of a great convention. We have secured a \$139 per night rate in the heart of the Silicon Valley, maybe the last reasonable way to visit the Bay Area. Register now for The Tech Line, the best PCR Convention in years

## *NMRA/PCR Convention Site*

<https://www.pcrnmra.net/conv2024/>

## *Announcing the 2024 NMRA/PCR Convention Video*

<https://www.youtube.com/watch?v=jQD9OYdQZAY>





# The Caboose!

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## Remember Model Railroading in the 1960's?

You had to use more of your imagination! LOL But it was fun.

Dyed sawdust for grass.

Plaster of Paris on screen wire was the norm for scenery.

Island style layouts with pop-ups were the norm. (If there was such a thing as a double-deck layout, the owner would be considered weird!)

Controls built at one location--no tether, DCC or radio control other than the novel "Astrac" by GE. (Hopefully the national model railroad museum has one of those on display.)

"Spaghetti Bowl" track plans were the norm.

That tacky word, "Pike" was used to describe your model railroad.

Those good old Blue Box Athearn kits!

When hobby shops were more common and fun to visit. (If it was disorganized and filled to the rafters with merchandise, that was just fine as you never knew what gem you might find collecting dust.)

AHM trains with very large flanges.

Ambroid craftsman kits with pieces of wood and metal and wood that had to be sealed to look like metal.

Good old Tyco junk with brass wheeled locos.

N scale locos that sputtered and hesitated as they went down the track.

You had the distinctive smell from the power pack or locos when the juice was turned on.

Most model layouts didn't have interchanges or staging yards.

The brass locos looked nice but ran like crap (maybe not PFM).

Continued on next page.

## The Caboose!

Model Railroader and Railroad Model Craftsman were mostly B&W, thick and affordable.

David Sutton's "Complete Book of Model Railroading" was B&W but worth drooling over.

The standard for most model railroaders was code 100 snap track.

Linn Wescott wore a crew cut as did many others.

John Allen's work was often featured.

Many, but not all, of our trains were made in the USA.

*I suspect many of you have your own thoughts about model railroading in 60's.*

