



CALLBOARD

Redwood Empire Division PCR/NMRA

Website: pcrnmra.org/redwood/

Winter 2017

Special points of interest:

- Winter RED Event
February 17, 2018
- PCR 2018 Convention Enduring Rails sponsored by the Redwood Empire Division and the Northwestern Pacific Railroad Historical Society
April 4-8, 2018

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Winter Event

Monroe Hall Santa Rosa

The next Redwood Empire Division Event will be at Monroe Hall on February 17, 2018 starting at 11:30am. The doors will be open at 10:30am and we must be done by 4pm. Monroe Hall is at 1400 W College Avenue in Santa Rosa. Mary's Snack Shop will be there for lunch. Wear your name badge, bring a door prize, a guest, or a show & tell item for an extra door prize ticket.

An open letter to RED members

The Callboard is the official RED publication and as such it is designed to inform all of RED of events, programs etc that benefit its members. That is the case with the upcoming PCR Convention, Enduring Rails 2018, scheduled for April 4th to the 8th. This Convention is sponsored by RED; it is our baby. It is the flagship of our Division. It tells the rest of PCR. and many others who will attend from foreign Regions or Countries, what we are capable of doing in RED. We have been entrusted by PCR to be the stewards of this important event that many members in PCR look forward to.

It is essential that RED shows good participation: this Convention is a local event held in Rohnert Park, a stones throw away, so for most of you it is like going to the supermarket. No long trips across the State, no need to reserve a room at a hotel, you can be home every night to take care of the dog; the impact to your family life is negligible as well as to your pocketbook. Even if you cannot participate all four days, you can always choose any day for a one day ticket. Why am I saying all this? Because, for many of you, RED members who have not attended a PCR Convention before, this is the chance of a lifetime to experience what this hobby has to offer - not only with the many topics to be discussed at clinics, the superb prototypical tours offered and the camaraderie one feels but also to offer your support to your Division. RED has worked very diligently to put forth a great program and your presence will be greatly appreciated.

Please go to the website "[2018 Enduring Rails](http://2018EnduringRails.org)" and look at the many activities listed. Take your time perusing through it all but most importantly, please, fill

out the registration at this time. Don't wait.

While you are at the Convention please make an effort to come see me so I can personally thank you for being there.

Your presence will make our efforts well worth it.

Your Convention chairman and RED member
Giuseppe Aymar

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Call Board Editor
VACANT

Director's Report—Steve Skold

It's election time again and you will be getting ballots from PCR for election of Director for Redwood Empire Division. You will be receiving the ballot on line for the first time. Ed Merrin has explained the system in the current issue of the Branch Line. It is important that NMRA has your current e-mail address for this to work. There will be a paper ballot for the people that do not have e-mail. There are only about 20 in RED that do not have e-mails. I am running unopposed for Director but if you feel I am not doing a good job, you can write in the name of someone that you think could do a better job.

Our next Division meet will be Saturday February 17th at Monroe Hall in Santa Rosa. Doors open at 10:30

AM and the meeting starts at 11:30 AM. There will be a lot of discussion about the upcoming PCR Annual Convention in Rohnert Park April 4-8. We will be needing volunteers to help with various jobs during the convention. Giuseppe Aymar, Dave Croshere and Ron Kaiser will spell out what help will be needed.

We have been meeting three times a year at Monroe Hall the last couple of years, the exception being the annual summer picnic. The advantage of Monroe Hall has been the low cost of the hall and it is centrally located for most of our members. If anyone has an idea of some place else to meet, contact our Superintendent, Scott Lockhart.

Superintendent's Report**Scott Lockhart**

I hope everyone had a wonderful holiday, and that it included model railroading in one form or another. Speaking of model railroading, the upcoming convention, [Enduring Rails](#), will be here before we know it. I encourage everyone to check out the convention web site. It is updated on a regular basis and provides all the current programs scheduled for April 4 – 8 at the DoubleTree by Hilton Hotel in Rohnert Park. I also encourage anyone who wants to participate in the convention, whether as a convention volunteer, contest entrant or sharing your expertise in a clinic to please contact [Giuseppe Aymar](#) for more information. The upcoming RED meeting, held February 17th at Monroe Hall in Santa Rosa, will focus on updates about the convention, along with the Show and Tell, raffle (including some new N gauge models), a wonderful lunch and a layout tour of Verne Alexander's Colville, Republic and Palouse (CRAP). I look forward to seeing

everyone in a few weeks.

A side note: I managed to attend a few model railroad shows over the past few months. I really enjoy seeing the great variety of modeling all under one roof (or in some cases, live steam outside). Everything from Z to G, spanning shelf switching layouts to large multi-module, multi-train layouts. I personally have a soft spot for the Lego layouts. What I also noticed is that there seems to be a smaller number of HO scale displays. At one show in Sacramento, I don't believe there were any HO scale layouts in the building. What's this mean? Probably nothing. I'm encouraged to see families at the shows and to know that there are a few layouts that let children, and adults operate trains. That's all for now. I hope to see you at the upcoming RED meeting, and, I encourage you to bring friends to the meeting.

Scott Lockhart



Enduring Rails—PCR's Annual Convention

The RED has many fine modelers. The quality displayed at the show and tell portion of our meetings is worthy of more credit and attention. What better place to show off your creations than in the model room of RED - PCR convention in Rohnert Park. We will have a special table just for display only models.

We have a few modelers who have agreed to bring in models. We need more. Why doesn't each RED member bring in something to display. I would love to show the rest of PCR what a good job RED does with models.

Many have inherited models from deceased friends. What a great time to show those fine skills. Please do the models justice and display them at our convention. If you want to contribute there is still time to enter the kit-bashing contest. Remember these don't have to be something new. Almost everybody has done some kit bashing at one time or another. I'd love to see a twenty year old model win the kit bashing trophy.

Please plan on bring something for display.

ENDURING RAILS 2018

What's In It for YOU

-As a Layout Tourist

-As a Layout Host?

Model railroading is a hobby about all forms of human creativity: prototype concept, historic time period, operating design, mechanical and electrical components, back-drop painting, model building, scenery replication—all in scale model perspective. There is so much to learn and to master, we can never get it all! Yet, as layout builders, we want to show off what we are good at and we want to see what else is out there. Finally, since, in most cases, our hobby is immensely non-portable, there is the need to get out and visit model railroads where they are.

For attendees of the PCR convention in Rohnert Park this April, this is an exciting time indeed to visit model railroads (or to show them off if you live in the Redwood Empire). The convention has not been hosted here for fourteen years (not counting the mini-convention in 2011), and the quantity and quality of layouts awaiting your inspection is pretty astounding. As of this date, sixteen very worthwhile railroads are on the tour list, all available by personal auto at the scheduled times for each. (No busses dumping crowds all at once into a room that might hold a dozen visitors.)

Some of the same old pros will have open houses, showing off their newest model railroads. Some railroads have moved and/or expanded since you might have last seen them. A number of newer layouts are being offered for the first time. There are railroads portraying very realistic historical sites while others have their own whimsical

(Continued on page 4)

Enduring Rails—PCR's Annual Convention

(Continued from page 3)

story to tell: they include some fabulous modeling, some wonderful backdrops, extensive night lighting effects, operational signaling, a variety of dispatching concepts. Some of you will want to experience the operation of a given layout; there are nine currently listed for you to soon sign up on the crew (sign-ups are not open yet).

For people doing the layout touring, you may be surprised at what you learn. You'll also find that you will make some solid new acquaintances. There is nothing like spending ten minutes asking questions to the builder of the layout in front of you. You may also get to know the spouse or children, and tour the railroadians located in the lounge area or the garden outside. From then on, you will have another person who won't be a stranger to you at future conventions.

For the people willing to host their layouts for a tour, there is more than just showing off your pride of authorship. You'll find that ideas come to you from the visitors. There is simply a rich and rewarding exchange of ideas that would never be so successful if you both weren't standing right in front of the thing you are discussing.

So, come see layouts based on the local railroads (Northwestern Pacific and California Western), and based on other railroads throughout the West, with even a Colorado, a Connecticut, a Maryland, and a Bavarian railroad to choose among. Good luck finding the time to squeeze in everything this year's convention has to offer!

Enduring Rails Layout Tours/Operations Sessions

The following layouts will be open during the convention. Some will be open for layout tours while others will be open for operating sessions; some will be open for both. All these layouts are not to be missed. If you go to the website [ER Layout Tours](#) you can find details as they become available. Most layouts have pictures or a website to check out as well.

Verne Alexander's HO scale Colville, Republic and Palouse RR; **Peter Barnes's** Bummel Bahn (a Marklin model railroad); **Gus Campagna's** HO scale California Western; **Ron Kaiser's** HO Scale Western Pacific; **Bill Kaufman's** HO scale SF Belt; **Ron Learn's** HO scale NWP; **Ed Merrin's** HO scale NWP; **North Coast HMRS** HO scale NWP modular model railroad; **Dud Peters** HO scale Cumberland & Parksburg Railroad; **Robert Pethoud's** HO scale Fall Creek Branch switching railroad; **Jim Provenza's** HO Scale Santa Cruz Northern; **Jon Schmidt's** HO scale Nicasio Northern; **Richard Schoenstein's** 3-rail O scale RS; **Ernie Simard's** HO Scale Western Pacific; **Tom Swearingen's** HO scale Cal Pacific; **Bill Wells** O scale Midland Terminal.

The layout owners have put a lot of time into these creations and appreciate your interest. They usually love to show off their stuff to visitors - please take some time to visit as many as you can.

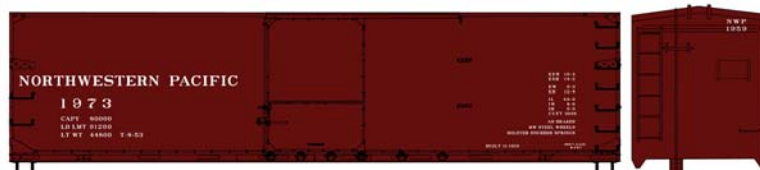
Remember: you may use the registration form printed in this newsletter or go online to sign up.

<http://www.pcrnmra.org/conv2018/registration.html>

Online you may use PayPal to register.

Enduring Rails Convention Car

The special convention cars are Accurail HO scale USRA double sheathed boxcar kits. NWPRR received 100 cars ordered by USRA as built in 1919. Not included in the convention cars are the 32 cars that were converted to express service (i. e. # 1900, 1904, 1906, 1909, 1910, 1916, 1917, 1939, 1943, 1946, 1947, 1951, 1952, 1952, 1953, 1960, 1964, 1969, 1984, 1986, 1989, 1992, 1997). The convention cars are painted and lettered (including the renumber decals) in the revenue freight service scheme as repainted by NWP in 1946. A set of eleven renumber decals will be available for purchase or can be ordered



from Accurail. The cars will be available for pre-order with your convention registration for pickup at the same time as your registration materials. Also, they will be for sale in the company store during the convention. Any remaining cars will be available for sale from the NWPRRHS website after the convention. The prices are one for \$25, two for \$48, four for \$92, or all six num-

bers for \$126. Orders for less than six cars will receive numbers as we select. The lettering is based upon a Walt Whittaker photo of car 1973 as shown in Railway Prototype Cyclopedia, Volume 16. An image of the car is shown above. Included with each kit are a pair of NWP decals for those who want an extra bit of colorful NWP history.



Calendar of Events:

February 17, 2018

- RED Event Monroe Hall

March 4, 2018

- Coast Division Meet

April 4-8, 2018

- Enduring Rails PCR/ NWPRRHS Convention

May 6, 2018

- Day Under the Oaks Train Show

May 12, 2018

- Sierra Division Meet

May 19, 2018

- RED Event Monroe Hall

June 3, 2018

- Coast Division Meet

Go to www.pcrnmra.org/pcr/calendar/calendar.shtml

For more dates and more details

KIT-BASH CONTEST

From Contest Chair Dave Croshere

For the 2018 PCR convention in Sonoma County, we have added a kit-bash model contest. The idea is to have a very simple contest to encourage more modelers to submit their creations. Many times, while visiting a layout, you see truly excellent models. When modelers are asked why they don't enter their models at the PCR conventions, many times their response is they don't want to do the required paper work (entry forms). For that reason this contest was developed.

Bring anything you want. Maybe something you did thirty years ago. Maybe an idea that has been stirring around in your mind waiting for the right time. Did you ever convert a tank car into a Vanderbilt tender? Maybe a passenger car into a diner, or a house, or even both? A flat car into a bridge? A bank kit into a train station? An ice-cream parlor into a pool hall? The possibilities are endless. Does that mean there are no excuses? One would think so, but some people will work very hard on their excuses. Please don't let that be you.

Here is the concept: you start (started) with a kit produced for retail. The finished model must be railroad-related, like something you would see on a layout. A PCR Model Contest Cover Sheet is required. This is a very simple form. You name your entered

model. You supply your name, address, and NMRA number. That is it. If you forget, we will supply the form. The only other page allowed (and required) is one 8 1/2 x 11 sheet. It will stay with the model for judging. This entry sheet must have a space stating it is in the kit-bash category and the entry number (supplied at entry). This sheet must have the name of the kit and a picture of the way the model was intended to be finished. This allows the judges to see the extent to which your model was kit-bashed. The rest of this one sheet can have pictures of your model during construction and/or as finished. No other wording is permitted - just pictures. Judging will be as follows: 35 points for the transforming idea of the original kit; 35 points for workmanship; 15 points for detail; 15 points for painting and lettering.

All models in the contest room are eligible for the popular vote. This is perhaps the most difficult win in the contest room, so dream big!

Come to Sonoma County and bring a model.

Dave Croshere

Enduring Rails—PCR's Annual Convention

New Clinic at Enduring Rails 2018: “Mini-clinics”

Putting on a clinic is an enjoyable and rewarding way to share information or an idea that you have, as long as it is a big enough topic to occupy all or most of an hour. But, what if you have something to share that takes only five or ten minutes? Bring it to the “mini-clinic” clinic at this year’s PCR convention in Rohnert Park.

You can think of it as a “show and tell” in which you bring a model that you want to share with the group—why this model matters to you, what tricks it took to build it, or why the photos mean something. Whatever. It is always fun to hear other people’s ideas about their modelling.

Or you can bring a few slides (on a thumb drive, preferably) about some technique you use, and why it helps your efforts. Perhaps pictures of the results on your layout.

Maybe you just have an idea that short-cuts the time it takes to do something on your railroad. Or maybe you have an idea that spices up your operating sessions. We’d love to hear about it. We are hoping to offer this clinic on Thursday afternoon, but stay tuned to the convention website.



PCR/NMRA ENDURING RAILS

PCR Convention
April 4-8, 2018

Double Tree by Hilton Hotel
Sonoma Wine Country
One Double Tree Drive

RETURN FORM AND PAYMENT TO:

Enduring Rails 2018
c/o Gus Campagna
1915 William Drive
Penngrove, CA 94951-9524

E-mail: er2018registrar@pcrnmra.org
Website: www.pcrnmra.org/conv2018
Visit the website to pay with PayPal

Hosted by **Redwood Empire Division PCR** & the
Northwestern Pacific Railroad Historical Society

Registration

Please Print

Last Name	First Name	Name for Badge	
Address		City	State & Zip
Home Phone	E-mail address		NMRA #
Registration Type (Please check one) Model Railroader <input type="checkbox"/> Non-Rail/Spouse <input type="checkbox"/> PCR First Timer <input type="checkbox"/> Youth <input type="checkbox"/>		NMRA Region (If other than PCR) _____ NWPRRHS Member Yes <input type="checkbox"/>	
I am available to volunteer at the convention on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday <input type="checkbox"/> Contest Judging <input type="checkbox"/>			
Primary Scale Interests	<input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other _____		
Railroad you model			

Non-Rail's Name for Badge:

FARES: Please fill in Quantity and Total	Quantity	Unit Cost	TOTAL
Full Registration includes Awards banquet and Membership breakfast		118.00	
First Timer Registration (PCR members who have not registered for the past 5 conventions)		98.00	
Non-Rail Registration (Includes Lunch)		98.00	
Youth Registration (12-18 years old)		68.00	
Sturgeons Mill Tour (Steam-powered saw mill)		40.00	
Korbel Wine Tasting Tour (includes bus transportation)		25.00	
SMART Maintenance Facility Tour		20.00	
Convention Car HO NWP Double Sheathed Boxcar Kit 1@\$25; 2@\$48; 4@\$92; 6@\$126			
Grey Convention Polo Shirt ** <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> 2XL <input type="checkbox"/> 3XL <input type="checkbox"/> 4XL <input type="checkbox"/> 5XL <input type="checkbox"/> W or <input type="checkbox"/> W/O pocket		\$30.00	
Payment by: Check <input type="checkbox"/> Cash <input type="checkbox"/> (use the website to pay with PayPal/Credit Cards)			
Make checks payable to: PACIFIC COAST REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION		TOTAL	

Member Spotlight

Layouts by David Grundman

I retired 12 years ago with the intention of getting a lot of things done including building my layout. I am just getting started. Lesson learned: start now! It seems that I have taken up too many hobbies (as my wife correctly pointed out) and that I should limit my hobbies to one or two. Well, yes plastic models, finish restoring my 1949 Packard (started 15 years ago) and my model railroad layout.

As a young person and being an Army brat, the idea of a “permanent” layout never occurred to me. Everything was temporary and had to be scrapped until the next attempt could be planned. But this gave me the opportunity to improve things on my next layout.

For model railroading, one of my main interest in attending PCR and NMRA conventions was the layout tour schedule. I really wanted to see what other people were doing. The clinics showed us how things were done. My wife tells me that I am crazy, which goes a long way to explain some of the things that I do. She does accompany me to some of the conventions as there are “non-rail” tours that she likes. (One of the best ones was visiting the Ford family mansion near Detroit years ago.) Side tours and visiting friends and relatives are also part of the conventions for us.

Not being satisfied with just the PCR and NMRA conventions, we joined the Great Northern Railway Historical Society (GNRHS) that meets once a year somewhere along the original routes. Today, you know the road as BNSF. Recently, a poll was taken and we found out that 80% of the GNRHS members are actually modelers and never worked for the railroad, nor they are related to someone did. The other 20% did work for the railroad and possess a wealth of the most outrageous stories about their work experiences.

The conventions allowed me to see all sorts of layouts, big and small, from very well-detailed to “plywood plains”. As to my layout: the conventions, just meeting people and being invited to see their layout, learning planning and possible operations, producing my first plan (very optimistic) and having it reviewed by other modelers eventually produced a reasonable plan being worked on now. Don’t wait for technology. It has already passed me up several times, sort of like buying a new computer only to find out that technology has already made your new computer obsolete (my reliable one is 12 years old).

I know that most people would like a giant basement layout. I have learned that you will then need a giant amount of time to “finish” things so start out with a plan, and get things going before you find yourself at 70 and only a plan and perhaps lots of boxes of unfinished models.

The conventions for me are like an adrenalin shot; gets me up and running again.

Green eye on the high iron!

SPOTLIGHT ON A LOCAL CLUB

Napa Valley Model Railroad Historical Society

In July, 2017, after 47 years at the Napa Expo Fairgrounds, Napa Valley Model Railroad Historical Society (NVMRHS) was notified by the Expo Board that we need to vacate our location by the end of 2017. We are fighting that eviction on several fronts, and we currently, continue to occupy the building. In an effort to get the Expo board to reconsider, we have mailed over 1,500 protest letters signed by local supporters, and we have been told there were more sent directly from others in the community, to the Expo Board. **Even so, the Expo Board has not reconsidered their action.**

Since the protest letters, we have started a Change.Org petition. That petition is nearing 5,000 signatures. Numerous conversations have occurred within the community on various social media sites which all indicate overwhelming support. **Even so, the Expo Board has not reconsidered their action.** Instead, the Expo Board has elevated their efforts to remove us from the fairgrounds. They have filed a lawsuit to judicially end our tenancy. Defending that lawsuit is expensive. They have caused inspections of the facility to bolster an argument that our building is unsafe.

At the same time, we have initiated a lawsuit, asking that a court direct the Expo Board to follow the law.

Here is the background:

The Expo Board commissioned a study and the preparation of a Master Plan for the Fairgrounds. This master plan calls for dramatic changes to the property which will make it more tourist oriented. Included in that plan is the removal of Napa Valley Model Railroad Historical Society as well as other community oriented elements.

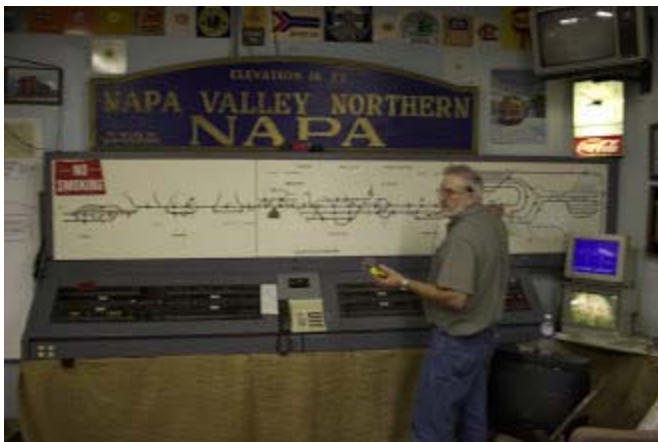
The Master Plan must be reviewed under the California Environmental Quality Act (CEQA) before implementation, and likely will require an Environmental Impact Report (EIR). The Master Plan acknowledges such. California law does not allow a project to proceed or parse to avoid CEQA review. **Even so, the Expo Board has implemented parts of the Master Plan without doing Environmental Review.** If a citizen were to violate CEQA law, the district attorney would likely respond. If a governmental agency or Board violates CEQA law, the only remedy is a lawsuit brought by citizens. Sad, but true.

There is no constituency which we can identify that supports the action of the Expo Board. Despite overwhelming community support, the Expo board is not listening. Worse, they have implemented work identified in the Master Plan in violation of the California Environmental Quality Act.

Bringing this action is very expensive, and NVMRHS has pledged all of their assets to stand their ground for the good of the community and demand that the law be followed.

We need your help. Please copy and pass on this article to friends and family. Consider visiting our web page at: <http://www.nvmrc.org>

There are links which will allow you to make a direct donation online or by check to our PO Box as well as links to our GoFundMe page and Change.Org petition. We appreciate your support, and together we can send a message to our elected and appointed officials that they need to listen.



Back Page Notes:

I was tidying up my desk early this week and came across a couple of old Callboards. *I was the editor way back then.* The first one was from August-September 1993. We had just had a meeting at 'the barn' in Petaluma. It was the location of my bedroom and HO scale layout, the Goldhill and Udell Southern (GUS RR). We were starting to build modules in my shop downstairs. I remember hearing trains hit the floor above after derailing on the layout. *Oh Memories.* Our next meeting was to be at the Novato Elks Lodge - does anyone remember that place? As I recall we met there at least twice. The next issue I found was January-March of 1994 and we were planning on meeting at Proctor Terrace School in Santa Rosa. We met there a few times. This time the CVL was sponsoring the meeting and setting up a module layout for us to run trains on. We were still into the module building clinics. This time wiring and track laying were the topics. Did anyone ever build a module from this series? (Wow that was 24 years ago, my how time flies.) I was also the superintendent and had just moved to Seattle to be with my bride.

Editing this newsletter is fun and I'd really like to share the fun with another RED member. If you are at all interested let me or Scott know and we could set you up. (John Rolston took over as editor after me and did the job for a long time.)

See you on the 17th.
Gus

The CALLBOARD The official newsletter of the Redwood Empire Division PCR/NMRA

Layout Tours after Redwood Empire Division Events

CRAP is the acronym for my HO scale Colville, Republic and Palouse RR. The CRAP is a proto-freelance railroad based in Spokane, WA. To the north, it runs up through the Colville Valley and then up over Sherman Pass and down into Republic. This resembles the GN/BNSF Kettle Valley branch. The CRAP runs south out of Spokane, down through Pullman, and then out of the room to Lewiston to interchange with the Camas Prairie. This closely resembles the NP Palouse and Lewiston branch. The time is harvest season of 1944, and the war is still being heatedly fought. Business is good!

CRAP power is all steam, all sound, except for two gas-electric motor cars with sound. Leased NP 4-6-0s, 2-6-2s, 2-8-0s and 0-6-0s predominate, along with a Shay, a Heisler and

a 2-4-4-2. Train length is limited to six cars and a caboose. All have at least some switching to do; most have a lot.

Physically the layout is contained in a 13' X 13' air conditioned room inside my garage. Elevations range from 32" at Pullman, WA up to 68" over the summit of Sherman Pass, dropping down to 66" at Republic, WA. The city of Spokane takes up two decks on one wall, joined by a double track helix. North (up-hill) of Spokane are four towns with depots; to the south (downhill) there are five towns with depots. The layout is built on two full decks and one of lesser length. Trains pass through the scenery twice on the full decks. It is crowded-- a linear spaghetti bowl!

Operationally, the CRAP interchanges with the six real life railroads in Spokane by means

of six car blocks that go out of the room to the staging areas, returning to the room with six cars from the railroad they are interchanging with. Wheat, concentrated ores, dressed meat, magnesite and finished lumber dominate the outgoing traffic. Petroleum products, coal, hardware, prepared foods, farm implements and dry goods are brought in. There is considerable on-line traffic as well; a log train between the woods and the lumber mill, cattle that move from outlying stock pens to Kornfeld Meats, and a gut car from Kornfeld to Laird Rendering. Nearly 100 cars are moved per session. The Spokane yardmaster and the Garry Wrangler industrial switcher get switch lists. All other movement is via car cards and 4-sided waybills. The layout was featured in Layout Design Journal #58.

Verne's model railroad will be open after the Meeting.

Clerk's Report

Dudley Peters

Our division treasury balance remains at \$5,183.69, reflecting no change since we last met. Our last meeting generated a great deal of interest in our "giveaways", and I think we can continue that thanks to the generosity of our members. We are always on the lookout for that fabulous kit or project that you brought home and then decided against using, so keep the possibility of a future donation in mind.

On that note, I received a very generous offer from Luke Scrivanich recently. He has amassed a large collection of model railroading magazines and catalogs from the 1970s and 1980s that are in good condition. This will no doubt be of interest to any of you modeling from that era for historical references, pictures, construction details, etc. I was thinking of acquiring the collection as possible raffle prizes or perhaps even of establishing a giveaway table at the PCR convention. I saw such a table when I was touring the railroad museum in Greeley, Colorado, and I noticed that it was generating a huge amount of interest. If members of the division have any interest in obtaining this collection for either of these purposes, please email me so I can let Luke know. I don't want to obtain his collection only to let it languish unwanted in a box in my garage.

I know that Scott may be discussing this, but I wanted to echo that the RED N scale layout module will be available to anyone who is willing to pick it up at Peter's house. Included are equipment and buildings some still in packaging. Unclaimed items will be added to raffle mix.

If there is anything remaining it be donated (or discarded if unusable.)