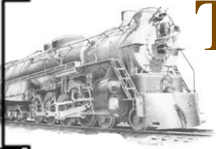


The 4th Division of the Pacific Northwest Region of the
National Model Railroad Association Presents



The Skagit Valley & Whidbey NMRA Clinic



November Clinic Newsletter

Wednesday, November 12th

The SV&W Model Railroading Clinic will meet at the Summer Hill location [165 SW 6th Ave] in Oak Harbor Wednesday, November 12th at 7:00pm for a wonderful clinic by the newly minted Master Model Railroader (aka MMR), Nick Muff.

The West Side Lumber Company

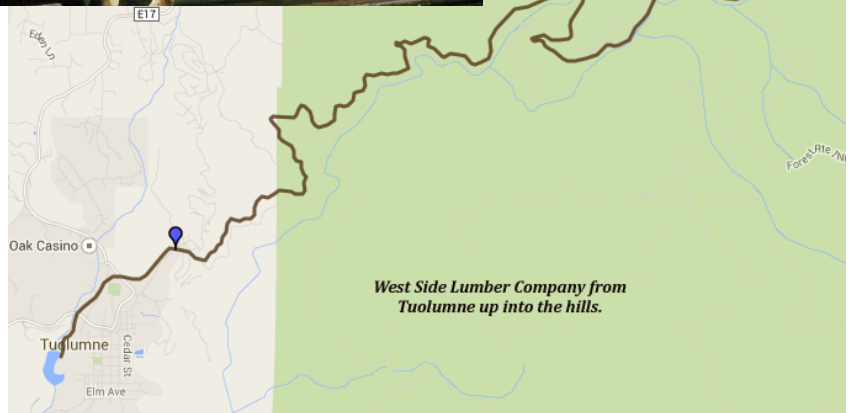
From Nick:

"During the years 1961 - 1966 I had the privilege of seeing the West Side



Lumber Company operation in Tuolumne, California when they were still using steam. My friends and I spent time along the mainline from the mill to Camp 45. We built three different rail cars, the third one being powered to explore the rail

line. For this clinic I will talk about our first three trips. Slides will cover the mill yard and mainline from the mill to the Clavey River Bridge."



Once again, we will be meeting at San Remo Mediterranean Grill in Oak Harbor [421 NE Midway Blvd] for a pre-clinic dinner starting at 5:15 if you are interested. They have very good pizza, pasta and Spumoni!

On the calendar:

Nov 1: NW Railroad Prototype Modelers (RPM) meet is in Monroe. See www.northwestrpm.com/index.html for more information.

Nov 7-9, Burnaby, BC **PNR 7th Division Meet and Public Show**, Cameron Recreation Complex, 9523 Cameron St, Burnaby, BC, Public Show Nov 8 & 9, 10 am - 4 pm, Info: www.bctrains.org

Nov. 8, Kent, WA, The 35th Annual Model RR & Railroadiana Swap Meet, Kent Commons (4th and James in Kent), \$8 admission, 9:30 AM - 4:00 PM

November 15-16, Puyallup, WA, Puyallup Fair & Events Center, **The Great Train Show** Saturday & Sunday, 10:00 AM - 4:00 PM

Never too soon to plan on volunteering to help at the 4th Division's main fundraiser of the year: At the Pacific Science Center, **The 41st Annual Train Show**, January 17-19, 2015 Contact: Jeff Moorman, 206-367-2377, kb7rr@arrl.net

Next spring: **The 30th Annual Sn3 Symposium**, April 16-18, 2015, Bellevue, Washington Information at: <http://sn3symposium-2015.com/>

And, of course: Aug 23-29, Portland, OR NMRA 2015 National Convention "Portland Daylight Express" Info:- www.nmra2015portland.org

Notice: SNACKS ARE BACK!!!

From Susan: Phil and I have decided to reenlist for snack volunteers. We missed our cookies and pop/water too, so we are going to bring back snacks at the October meeting. We would like to remind everyone that snacks are NOT part of the monthly dues and in fact, we rely on donations to make these treats possible, so please remember to bring an extra dollar and enjoy. If you partake, please donate. Thank you!

The Gonzales Duo

Swap Table

Feel free to bring items to sell, trade or give away to any clinic meeting. Items need to be in the side room by 6:45 and, if for sale or trade, clearly marked as to the price and owner.

The October Skagit Valley & Whidbey Clinic Report

Report by Al Frasch, pictures by Jon Wilbert

Wednesday, October 8th saw twenty-two interested model railroaders in attendance at the annual “Mini-clinics” session. Rich Blake welcomed everyone to the evening’s action which began with Dick Haines showing the new Sound Car decoder from Bachmann. He explained his installation in a boxcar with decoder, speaker and a “keep alive.” He indicated the price was in the mid-\$30 range and requires a speaker of your choice. He suggested that one could add such a car every 3 or 4 cars to realistically portray the wheel click and squeal of the prototype.

The first Mini-clinic was a four part talk by John White titled “Flat Cars.” John models in On30, but the principles should hold for all scales except maybe for zed. Part 1 was on giving the flat cars weight. He uses small lead shot to arrive at about 4 ounces, gluing them to the under structure using white glue to fully encase the shot. Then a coat of grimy black hides them quite well.

Part 2 was on wheels and couplers in which John said he tries to standardize to 36” Intermountain wheels and Kadee #5 couplers. Part 3 was on the laying of the flat car deck. John starts with 12” scale wood which he stains - no paint - and cuts to length. He suggested to start gluing (using CA) the deck from the non-brake end to the middle, then from the brake end, meeting in the middle with a narrower plank if necessary. The nail holes are made with the end of a 7mm mechanical pencil at about 30 degrees to the vertical, making a small depression which is filled with weathering chalks. They really do look great!

Part 4 concerned a method of loading the flat car using what John calls a “load retention device.” This is a platform that will hold the loads which is built to exactly fit between the vertical stakes of the car. This allows a quick switching of loads either during or between operation sessions to reflect the load/unload at industries on the layout.

John Mann was next up with a discussion of the numerous options for airbrushing. He pointedly indicated that he was only talking about airbrushing tools, not techniques. Airbrushing requires three items: an airbrush, a source of air and paint. First, he showed a \$15 airbrush kit from Harbor Freight, definitely on the low price end of things. Next was a \$500 Badger airbrush on the high end. John suggested that a good middle ground would be the approx. \$50 Badger 350 kit which is gravity fed and being popular, all the needed accessories are readily available. He suggested that one always get a dust/moisture filter for the air line. Whether you want a single action or dual, gravity fed or syphon fed, most any combination is available from the major brands. John was very insistent that one practice, practice, practice before tackling a “real” model. A cheap practice medium could even be watercolors or diluted latex paints.

The next need is air and John indicated several sources: the cans of air sold for airbrushing, a compressor (with a tank), or even a spare tire - really. With any source, a good air gauge is a necessity. He finished up by reminding everyone that a clean work area — including a painting booth or other source to evacuate the fumes — clean paint, clean airbrush and clean air source are the keys to great results.

Our third clinic was by Tom Hawkins, our resident layout design guru. His talk was titled “Lessons I Have Learned.” Tom is currently designing a 15’ X 15’ layout for another member of the clinic and was the third place winner in a national design contest by Model Railroader.

Some of his lessons learned:

- no plan gets built exactly as drawn.
- always, always make sure you have access to hidden areas.
- if the layout isn’t reachable, make sure pop-ups included.
- double ended yard tracks can take more space than stub end tracks.
- yards need to be large enough to handle all the arrivals, departures and sorting that your operations scheme might require.
- it is amazing how much just a couple of inches in width of benchwork can make, adding a track or two extra in a yard or industrial area.
- avoid S-curves that are as short as your longest car, use #6 or greater turnouts to create crossovers.
- aisles need to be as wide as possible but it is always a compromise.
- try to keep minimum radii as large as possible and don’t forget the easements into curves.

After Tom, the clinic meeting was adjourned to November 12th at which time Jack Hamilton and Di Voss are scheduled to present Nick Muff with his official MMR plaque and certificate prior to our regular clinic presentation.

Planned Clinics for 2014/2015

September 10, 2014 ————— Art Of OPS
Rich Blake

October 8, 2014 ————— MINI CLINICS
Bob Erley – Proto48 Turnouts - TBD
~~John White – Decking Flat Cars~~
Rich Blake – Logging Speeders and Railcars - TBD
~~Tom Hawkins – Things Learned in Layout Planning~~

November 12, 2014 Westside Lumber Co. Railfanning 1962
Nick Muff MMR

December 10, 2014 Make & Take Windswept Trees
By Susan Gonzales

January 14, 2015 BYOB Bring your own building
Hands-on weathering clinic
Assorted assistants to be recruited

February 11, 2015 Contest/SHOW and tell – FLAT CAR LOADS
Review and critique session, volunteer models

March 11, 2015 Baldwin Narrow Gauge Everywhere not Expected
Rich Thom

April 8, 2015 Signs for Structures
by Al Carter

May 13, 2015 Using RC servos for Switch Machines
By Ted Becker

Boeing Gets Railroad Service from the BNSF

The ***Pilchuck Division of the Burlington Northern Santa Fe*** is pleased to announce that rail service has been established between Mukilteo's Mt. Baker Terminal and the Boeing plant at the top of Japanese Gulch. There was a lot of de-construction prior to the construction of the line and tracks at the plant and into the arrivals building.



1. The folks at Bellingham were not pleased to see the large hole in their community, but as they say, you can't make omelets without breaking some eggs.

2. The new land between Bellingham and No. Bellingham has magically appeared, scaring the bejeebers out of many Whatcom County citizens.

3. The trees and track were replanted and all is well - some even say they can't remember the bridge that used to be there - if it had been there at all. The track up Japanese Gulch has been installed and the land cleared at the top, ready for the small yard.

4. The track is in and the building has been roughed in with places for the Skyboxes, oversize loads from nearby Mt. Baker Terminal, and other freight cars.

5. Everything is finished and in operation, except for some additional concrete paving, but Boeing is happy with the new rail service, so all is well.



This information has been brought to you by the Superintendent of Construction of the Pilchuck Division, Al Frasch.

On the Big Stump - Little Lump Lumber & Ore Rwy

From Dick Haines



"Attached are a few shots I just took on the Big Stump - Little Lump Lumber & Ore Rwy showing, among other things, the steel trestle that is now under construction at Blanchard's Wharf area. If I could get my digital camera to do better focusing they would be better."



He also has included a scene from the main yard and the road area across the aisle from the yard.



Note: if you wish this newsletter to have anything to publish each month, it is up to you to send material to include, text and/or pictures — otherwise you may get an overdose of my layout pictures!

Sincerely, the Editor