

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



Wednesday, September 14th

The first **SV&W Model Railroading Clinic** of the 2016-17 modeling season will meet at the Summer Hill location [165 SW 6th Ave] in Oak Harbor Wednesday, September 14th at 7:00pm for a clinic.

Show and Tell & Buy and Sell

Cap off your summer activities with our first clinic of the 2016-2017 season with an emphasis on “audience participation”.

In the “Show and Tell” we want to know “what you did last summer” anything and everything railroad related. Things like what you are working on for your layout, planning to work on or just have something you want to show off. Models, structures, equipment, tools whatever, bring it and talk about it. We all have projects and we all have stuff so share with others so that we may all learn and be inspired. This could also be a good opportunity to ask any of our “panel of experts” (we have plenty) specific questions about your project and maybe get some good ideas.

The “Buy and Sell” portion is simply our open swap meet. If you have stuff to get rid of or trade then bring it. We will have an area for swap items.

This is a social event to kick off the season. Nothing formal, just fun and railroady talk. We will have snacks and drinks as usual. Pre-event dinner at San Remos for those interested starting at 5:15pm. People who have items to bring or swap please arrive at Summer Hill between 6:40pm and 6:50pm to ensure area is set up for you.



Clinic starts at 7:00pm with old/new business and then open into show and tell sessions. The success and interest in this clinic is up to YOU so bring your stuff and share your projects with us in what will prove to be an interesting and informative clinic.



From Susan Gonzales: “We inherited HO scale cars and engines from a friend of Phil’s who had a nephew who was a train hoarder (his word not ours). We need to make room for our own stuff. Fifty or so built Athearn BB cars. A few ready to roll. An assortment of NIB DC Diesels. Some Accurail kits, BB kits. Some others. Rolling stock special!! “



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. Come and meet your fellow model railroaders. San Remo has very good pizza, pasta and Spumoni!

On the calendar:

Sep 8-10, Fife, WA: SP&S Historical Society Convention. Emerald Queen Casino & Hotel, 9700 Pacific Highway E. Info: www.spshts.org

Sep 17-21, Spokane: Great Northern Railway Historical Society Annual Convention.
Info:- www.gnrhs.org

Oct. 1 and 2: The annual Lynden Train Show in Lynden \$7 adult, \$6 Senior see: <http://www.lyndentrainshow.com> for more info.

Oct. 8 and 9, Chehalis: The Lewis County Model Railroad Club's Annual **Fall Model Train Swap Meet and Train Show** is coming up on Saturday 8 October and Sunday 9 October 2016. See http://www.railroad-line.com/discussion/topic.asp?TOPIC_ID=47697 for more information.

Nov 5-6, Vancouver, BC: Vancouver Train Expo 2016 is the reinvigorated 34th annual train show. Info:- www.vancouvertrainexpo.ca

Saturday, Nov 12th: It's not that long (specially if you are reserving a table) until the annual **BEMRRRC Swap Meet**, held this year on Saturday, Nov 12th: <http://4dprn.com/bemrrc-annual-swap-meet-on-saturday-nov-12th/>

Our "sister" clinic, the Mount Vernon Model Railroad Clinic, meets every second Thursday at the Mount Vernon Senior Center at 1401 Cleveland Street. On September 8th, they will be doing an "air brushing primer", where they will discuss some things you need to know about this subject. There will also be a discussion about spray booths, and John O'Connell will show his booth made out of foam! And, take some time for a segment titled "What I Did This Summer" (railroading-wise). Contact Al Carter (360-399-1226 / tabooma@msn.com) for further information.

"We have a Yahoo Groups page for our use and sharing of information. It is the Skagit Valley and Whidbey Model Railroading group or "sv_and_w". The links below will take you directly to the group. In order to post you must have a Yahoo account which is simple to set up.

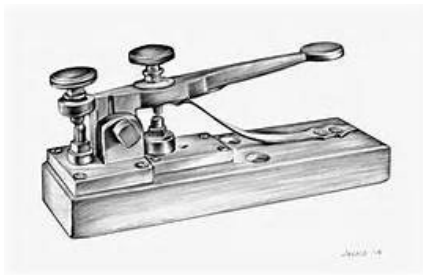
This is a private group that is not open to the public, it is designed for club use only.

The Link: http://groups.yahoo.com/group/sv_and_w (note those underscores)

If you have general railroading questions or would like to share railroading discussion with immediate locals or are even looking to sell some railroad stuff then this is the place to post information."

Swap Table

This is the main topic this month - so bring lots of stuff for the Swap Table this month!!



The SV&W Telegraph
From your Clinic Chair,
Rich Blake

Most of you as you read this will be closing out on your summer activities and starting to think about what we know as “railroad season” in the coming fall and winter months. We will be kicking off the 2016/2017 season at our September 14th Clinic with a gathering of enthusiasts (i.e. you) and a bunch of railroad “stuff” to talk about, buy and sell. It will be a fun event to meet and greet and get re-acquainted with our excellent group of railroad modelers.

As I start my fifth year as your clinic chair it has been a very rewarding time but I have to recognize that it is everyone in our fantastic group that actually makes this clinic happen. From newsletter to program planning, Grab-Iron articles, clinicians, roster/email lists, the “Can”, snacks, contest coordination and everything in between – this is definitely a team effort and is deeply appreciated.

So with that, I am going to be asking for your help from outside the “usual suspects” to help us keep this clinic alive and running. One thing that will be in need of immediate attention is our clinic schedule. Due to several extenuating circumstances, we were not able to complete our clinic schedule last season so now we are at crunch time in our search for interesting subjects and interesting people to provide them. That is where YOU come in. At our Sept. clinic I will be soliciting for full clinics that can be provided by our group. Lot of subject material out there, don’t be afraid to volunteer.

Next we will be looking for a person or persons to take over the snack duties from Phil and Susan. This is relatively simple in that you provide snacks and drinks at our clinic each month and collect the donations to use for next clinic’s snacks. We tried to move this duty on to others in the past and had an epic fail with Phil and Susan graciously taking it over once again. We all like to eat the stuff but it doesn’t just magically appear, somebody needs to take this over or it will no longer be provided.

Lastly, for October we have the famous “Mini-Clinics” event scheduled. Again this is wholly dependent on group participation. Maybe you don’t have enough material for a full 1 hour clinic, no problem do it in 15 minutes in the Mini Clinic. Any and all ideas (and volunteers) will be considered for what has proven to be one of the more fun clinics we do every season. So think about it and bring your ideas to the Sept. event, I will be looking for at least 4 to 5 people to provide our Mini-Clinic event.

So, hope to see everyone at our first clinic of the season with some fun “show and tell” subjects. Remember that this is an NMRA sponsored clinic so everybody is a member right? See you in September.

Dispatch Out.
Rich B.

It is the end of the world as we know it if even Caboose Hobbies closes. Many of us have made the 'pilgrimage' to Denver to shop there and be amazed at the huge selection they had, especially in the pre-Internet days!

Store Closing Sept. 25th, 2016

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Includes Consigned
items with an asterisk *.**
(Indicated in the description column)

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**Sale starts this instant *Exclusions: magazines, special orders, back-orders, pre-orders, This offer cannot be combined with any other special sale, coupon, prior purchases, refunds, exchanges or discount. SKU numbers beginning with NBC or B are excluded from all sales unless the description starts with an (*) asterisk! **Sale discount will be taken off the lowest indicated price when processed at the front register or internally for website orders. All sale items require payment upon processing.
ALL SALES FINAL. NO RETURNS, REFUNDS OR EXCHANGES. ABSOLUTELY NO HOLDS!



Need to fill in the interior of those passenger cars that are running around with nobody in them - can't make money with empty cars! Well, Mark Malmkar's local company, Palace Car Co., available on the web at www.palacecarco.com, has just the thing for you! Fill those coach cars, diners, parlor cars, etc.. Check it out.

Happenings this Summer

Pix and text by Rich Blake

John Marshall's Garden Railroad Potluck

Over 20 enthusiasts and significant others showed up for the annual John Marshall garden railroad potluck event August 13, 2016 in beautiful Coupeville. We were treated to his fantastic railroad, lots of social time and some great food prepared by John's daughter. It was a wonderful time as usual with great weather, thanks to all that participated. See a video of the day at: <https://youtu.be/cN5GFCcbp6U>



Dr. Nick Muff's KCS Layout Tour

June 5th the SV&W along with the Mount Vernon clinic members were treated to an exclusive open house with Dr. Nick Muff (MMR) on his stunning Kansas City Southern layout environment. I say "environment" because this is one of the truly spectacular railroad fan layout places in the country with a mock up Pullman car to walk through and a 1:1 scale F7 cab. The amount of detail and craftsmanship is just amazing.



Through the window of the F7!!

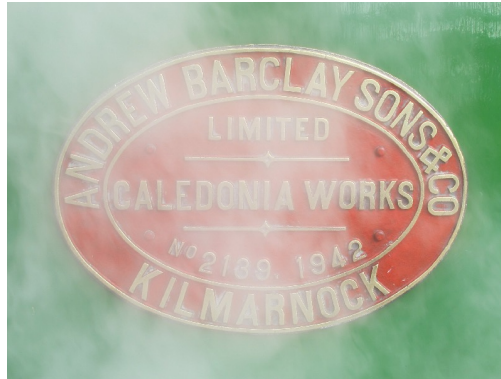


PNW On30 Modular Group Clamshell Railroad Days

SV&W members Rich Blake and Alan Murray participated in the Clamshell Railroad Days in Ilwaco at the Columbia Pacific Heritage Museum on July 16-17. For those who do not know, Ilwaco was the hub of the narrow gauge Ilwaco Railway and Navigation Co. from 1889 to 1930 (google it). The PNW On30 Modular Group uses the IR&N scenery settings as some of their inspiration for the modules and operations. This is an annual event and is a great excuse to go visit the southwest peninsula.



I, your Skagit Valley & Whidbey Newsletter editor, was “required” to travel to the UK for four weeks in the summer - yes, doing my part to keep those Boeing planes filled. I did find the time to ride on several restored steam lines and ride on many of the frequent and very well run passenger trains in the UK. Several pictures that I took follow - sorry about the lighting on most of them - it rained for about 18 of the first 20 days in Scotland. . . .



Royal Deeside Railway



Bo'ness & Kinneil Railway



The Strathspey Railway



Very frequent trains meant that the stations in London were numerous and very busy!

Skagit Valley and Whidbey Clinic May Meeting

The Lost Art of Railroad Hand Signals

Article and Photos by Rich Thom

The SV&W NMRA Clinic held its final meeting of the season on May 11th at the Summerhill facility in Oak Harbor. Clinic Chair **Rich Blake** welcomed new member **Mark Malmkar**, who recently moved from Nebraska to Oak Harbor. Mark is a long-time model railroader (since age 10) and has a large HO layout, 14 by 40 feet (still in storage back in Nebraska), which models a passenger line passing through the Colorado mountains. We look forward to its reassembly and Mark's first open house. Mark also has his own business manufacturing interior details for passenger cars; readers can find his range of products on-line at www.PalaceCarCo.com.

Clinic Newsletter-Master **Al Frasch** mentioned that he and **Al Carter** had colluded on a possible idea to have one joint meeting each season of the SV&W and Mount Vernon Clinics, at a location TBD. The thought resonated with attendees, so we'll leave it to the two Als to flesh out the idea.

Rich then introduced the evening's guest clinician, **Ray Wheeler**, who gave an informative (and in places, very amusing!) talk, ***The Lost Art of Railroad Hand Signals***. Ray, a former BN employee hiring on in 1971, combined demonstrations of commonly-used hand signals, two videos, and personal experiences, some of them best described as gritty, during his career.

The first video, covering some hand signal basics, was produced by Railtown 1897 State Historic Park. The second, a safety film produced by Great Northern titled "Why Risk Your Life?", was entertaining not only for the motive power and rolling stock appearing in the film, but also for several stupid—even outlandish—moves by brakemen and other employees. Brakemen were shown crossing tracks in front of rolling boxcars without looking; hopping off cars without determining if their landing spot was level and safe; riding car sides and not paying attention to limited clearance locations, and so-on. This writer assumes the scenes were staged, but even to stage some of them looked dangerous!

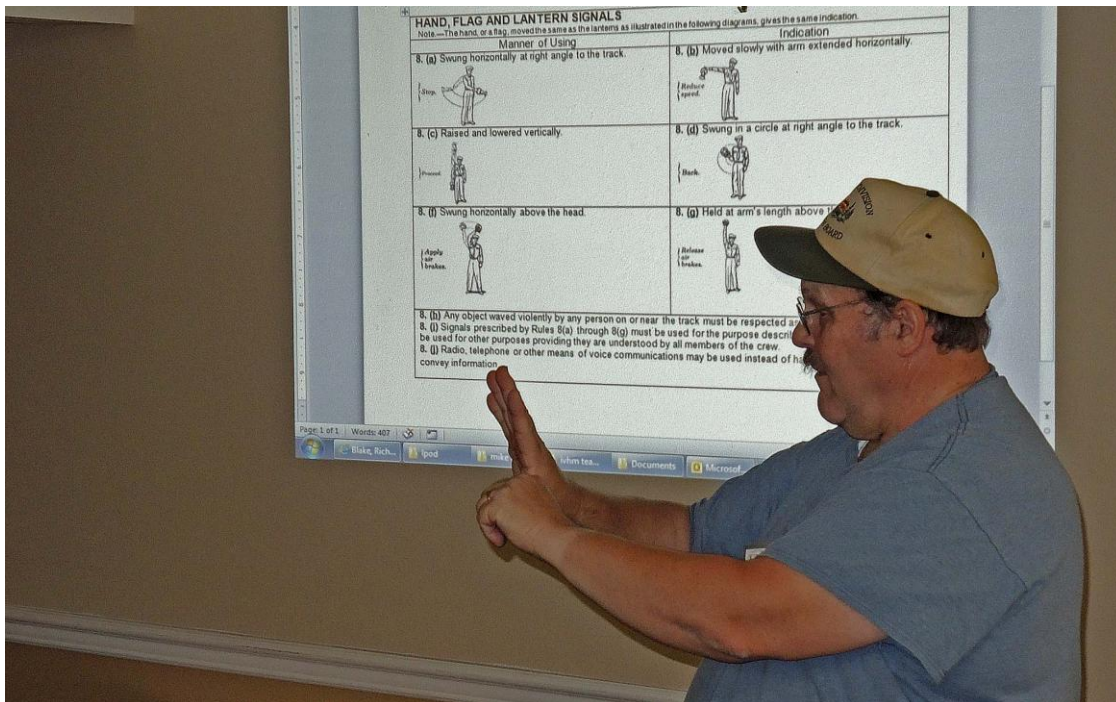


Fig 1 – Ray Wheeler Demonstrates Hand Signals

In addition to demonstrating hand signals (Fig 1), Ray brought in some of the tools of the trade (Fig 2): flags, a lantern, fuses, a torpedo, timetable, rule books and a radio. Some comedians in the audience (our clinic has more than its share) encouraged Ray to demonstrate a torpedo, which no doubt would have been the highlight

of the year for the residents and staff of our venue, the Summerhill senior residence, along with the first responders, too. By the way, this is a good place to mention the kindness and tolerance of our clinic hosts: it's a great meeting room and the staff (and residents!) are always welcoming.



Fig 2 – Tools of the Trade

The framed print in Fig 2, by the way, is a re-use of a movie promotion for one of Ray's—and our—favorite films: Earnest Borgnine (pictured), as Shack the brutal conductor, duels with Lee Marvin in the rousing *Emperor of the North* (1973). They just don't make movies like that anymore.

Ray contrasted the training that newbie brakemen received “then”, compared to “now.” Then: essentially no more than OJT, resulting in some rough first days, although one could sign on for student trips at one's own expense. Now: six weeks of classroom training. Times have indeed changed.

Ray summed up the dangers of the job at one point: “Wheels and couplers show no mercy.”

Many thanks to Ray for making the sea voyage over to our islands and giving a thoroughly engaging and relevant talk.

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Skagit Valley and Whidbey Clinic
Special Report: Selkirk Express 2016
PNR Regional Convention (Hosted by 7th Division)
Article and Photos by Rich Thom

The 7th Division of the PNR hosted a fine regional convention June 15th – 19th in Salmon Arm, British Columbia. Your reporter rode along with fellow SV&W clinic member Jack Tingstad, for the 5 hr – 50 minute drive from Coupeville—according to Google Maps, that is. Nine hours later (so much for Google Maps!) we settled into one of the overflow hotels in Salmon Arm, the Podollan Inn, adequate enough, but not within walking distance of the convention hotel, the lakefront Prestige Hotel. Hotels filled up quickly it seemed, and our hotel's desk clerk told us that no fewer than 275 were in town for the "Selkirk Express." That seemed high for a regional convention, and in a more-or-less out of the way place like Salmon Arm to boot, but it seemed to be true.

Selkirk X was the typical mix of extra-fare tours, clinics, contest, and layout tours. In addition on the Saturday and Sunday there was a train show at the city's sports center, free to NMRA conventioners. A modest show by US standards, there was nevertheless an impressive free-mo HO layout which almost completely filled one of the two stadium floors. There were layout tours on the program as well, but—disappointingly—ALL were only open on the Sunday afternoon, well after we (and most) convention attendees had to head off for home. After all, most attendees travelled 8 hours or more to get to Salmon Arm. What were the convention planners thinking? Even Vancouver folks we talked to had a five- or six-hour drive to get home. Also disappointing was the lack of any OpSig activity: no layouts were open for op sessions. Nevertheless a good time was had by all. Your reporter signed up for both full-day tours on the Thursday and Friday, described below.

Thursday Tour: South from Salmon Arm

Kettle Valley Railway (www.kettlevalleyrail.org)



The Kettle Valley Railway is always worth a visit. Open to the public during the summer season Fridays, Saturdays, and Sundays, the conventioners had a special charter on the Thursday. Ninety booked the tour, about half the capacity of the KVR excursion train, so there was plenty of room. The star of the line is no. 3716 (above) built in 1912 by Montreal Locomotive Works. The RR also has a diesel, an Alco something-or-other (but who cares?).



The scenery on the KVR is pleasant but not spectacular—nothing to match our Colorado narrow gauge lines for example. But this is not to say that the original far-larger Kettle Valley was boring; far from it, some of the line was spectacular with staggering engineering feats. The restored 10 miles, on the hill above Summerland, are tamer. Unlike many tourist lines that seem to start at a “bottom of a hill” and then climb, the KVR does just the opposite; it begins at a station at the top end of the piece of preserved line, and the train runs first downhill, with the loco running tender first, and of course drifting the whole time. The pleasant views (above and below) are mostly pastures, orchards and vineyards, as well as up-market Summerland homes.





At Trout Creek bridge, the lower end of the restored line, after a stop on the high (238 ft) bridge to ooh and aah, the loco runs around to get on the proper end of the train. This is the only—only—decent shot possible of the loco and train, and to a dedicated steam photographer, is disappointing indeed. There is no room to get a broader view, with an annoying bit of chain link fence (center foreground) in the way as well. Oh well, the sun was far too high anyway!



On the return leg, the loco is at least smokebox-first and has to work—a little. The 2.2% grade is no challenge at all for this 2-8-0, which used to haul 50 car trains at 50 mph over this up-and-down RR, but there is some

soft chuffing to please enthusiasts. There are also jerks who have chosen to wear their brightest red caps for the occasion. Memo to Jerks: When you ride a tourist railroad, leave your stupid red caps, orange safety vests (are you in danger here—seriously??), and—ladies—your fave bright pink pants at home. Please.



Just about the best one can do: a pitiful photograph. The jerk in the red cap reacted as intended to obscenities mouthed at him, but unspoken. The steam sounds, muted as they were, were nice and any trip behind a real steam loco beats a day working at home in the garden any time.

Central Okanagan Railway Company

Two other attractions were included on the way back to Salmon Arm from Summerland, the first the Central Okanagan Railway Company (www.centralokrailway.ca) as they call themselves, located on the second floor of the Peachland Museum (www.peachlandhistory.ca), in (where else?) Peachland BC. The museum itself consists of a unique 8-sided church built in 1910, the Peachland Baptist Church, an attraction in itself, and the railway club has managed to attach itself and thrive there. They have modeled in HO-scale the Kettle Valley Railway as it was between 1955-65. It's a club of 12 to 20 model railroaders that meets every Wednesday evening. (Visitors are welcome, their website says.)



Above—Downtown Penticton on the Central Okanagan Rwy Co



One of the fine scenes on the Central Okanagan Railway Company layout in Peachland. The layout is fully scenicked, with buildings, streets, stations and yards lighted too. Curiously, the track is not ballasted. One member told me this was a group decision for maximum operational reliability: museum layouts need a very low failure rate compared to private layouts and clubs.



Car floats, barges and tugboats are plentiful on the railroad, busy during the fruit season in the Okanagan Valley.

The railroad is a bit cramped positioned as it is amongst several other historical displays of china, period artifacts, and female manikins (full size!) in various suggestive dresses of the Golden Age (every layout could perhaps consider including one of these!), but the builders have done a good job of modeling the KVR in a modest space. Worth a visit if in the region.

North Okanagan Model Railway Association (NOMRA) (No Known Website)

Located in the historic O'Keefe Ranch in Vernon, BC, this club is an old one, established in 1976. Originally in a member's garage, the club found a permanent location in 1980 on the second floor of the Greenbow Building, one of several historic structures on the O'Keefe Ranch. The O'Keefe Ranch is a local tourist attraction owned and operated by the city of Vernon, and the club has a great symbiotic relationship. The club is charged a nominal annual fee for the space and in return maintains a historical operating display. During the O'Keefe Ranch's season—May to October—the layout is automated, with full sound, at the press of a button. Up to 30,000 people visit annually.

The club HO layout, named the Shuswap and Okanagan Railway, measures 36 x 18 feet (main room) with a lumber mill addition along a hallway outside of this area. The layout was featured in the May 1996 issue of Railroad Model Craftsman.

But besides its role as a museum display, the club features operations; formal op sessions are held monthly on Saturdays. Currently, switch lists, a dispatcher, and telephones are used to operate realistically. The layout, since its initial "DC Days," has since upgraded to DCC, and more recently a full signaling system has been installed.

What a pity that this layout did not host an op session (or sessions!) for conventioners!



Four NOMRA Members Give an Introduction to the Layout



Another view of the NOMRA layout. In back of the crewman is the Dispatcher—a real dummy. The “real” dispatcher at op sessions is hopefully more alert.

The convention group was so large--90 in three different buses, which staggered their arrival times to attempt to avoid swamping the place--nevertheless swamped the place. As a result none of us was allowed into the layout space—another opportunity sadly missed.



A lumber mill is located on an extension outside the main layout room. Sorry, your reporter likes lumber mills. The mill is glassed in to protect it from the casual Ranch visitors, hence the reflection.

Friday Tour: East from Salmon Arm

Craigellachie—Last Spike

This famous spot marks the place where the Canadian Pacific Railway was completed, Canada's equivalent to Promontory Utah, although it dates from a decade and a half later (1885 vs. 1869). A monument (below),



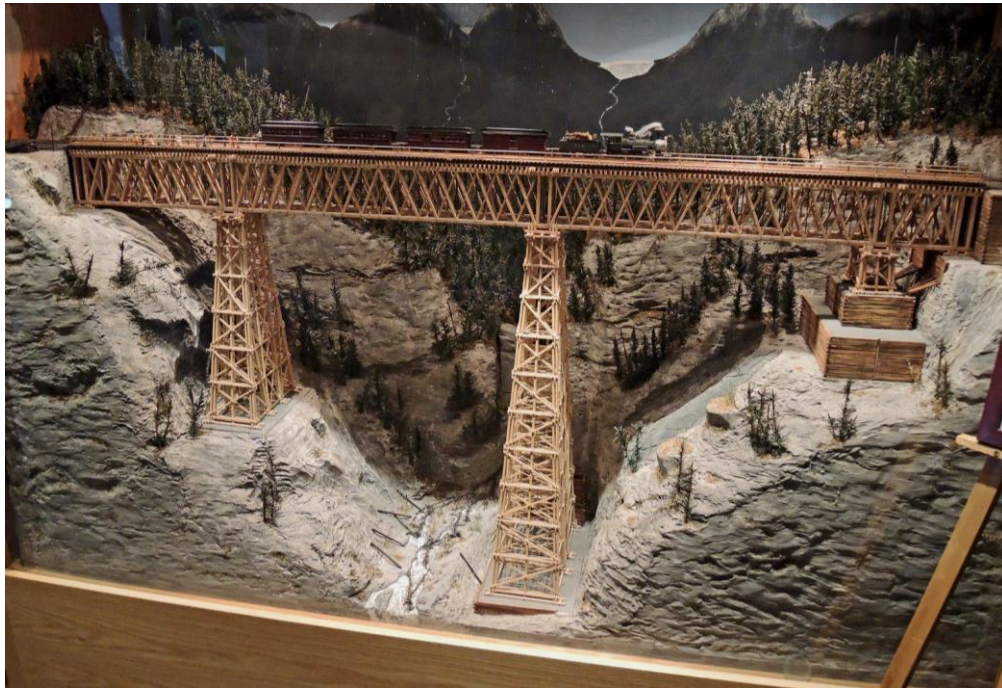
a large parking lot (tour buses stop here, disgorging hordes of Asian visitors who wander about wondering what all the fuss is about), a caboose, and the inevitable gift shop comprise the complex. The most exciting feature is the CP mainline up close and personal—single track, and heavy rail (136 pound, the experts said). With luck, as we had, you'll see a CP train roar by—in our case a unit grain train headed for Vancouver.

Revelstoke Railway Museum (www.railwaymuseum.com)

A fine museum well worth a visit, presenting the history of the CPR in the Columbia mountains. Exhibited indoors (below) is No. 5468, a P-2k class Mikado built by Montreal Locomotive Works in 1948, especially for use in this region. Also inside is Business Car No. 4 built 1929. Both are a trifle cramped (photography is impossible) typical of small museums, but happily they are protected from the weather and will survive.



There are several outdoor exhibits as well such as this CP plow.



Several museum dioramas are spectacular, such as this model of a bridge on the CPR.



On the mezzanine of the museum is the 30 x 10 foot (with some additional extensions) HO-scale Revelstoke Model Railway Club (above). Originally a sectional layout (30" x 60" sections) club, whose members intended to take to meets and conventions, the club's mission changed after losing several members, and subsequently being offered permanent space in the Revelstoke Museum. Another happy relationship between a club and a museum. Although museums do come and go, museum space is often far more secure long-term than private, leased space for a club layout.

The layout depicts key scenes between Clanwilliam Lake and Rogers Pass on the Revelstoke Division in 1952. Club members have built structures and scenes replicating as closely as possible actual locations on the division. A staging yard represents points east and west to originate and terminate traffic over the modelled division. The mainline run is 130 feet.



A Train Crosses a Model of the Twin Butte Bridge on the Revelstoke Model Railway Club Layout

Three Valley Gap Heritage Ghost Town (www.3valley.com)

Twelve miles west of Revelstoke a lakeside 200-room hotel comes into view, complete with an adjacent “ghost town” and a roundhouse. Yes, a roundhouse. This curious place in Three Valley Gap is the brainchild of Gordon and Ethel Bell; Gordon has passed and the operation is now run by members of their large family. The ghost town consists of 25 buildings moved here from all over British Columbia. There is also a collection of old automobiles, the earliest dating from 1902. Of most interest to the NMRA conventioners was the roundhouse.



This is the largest covered roundhouse in North America, with 24 stalls, built by Bell on this site to house his collection of rolling stock. It has a wood-covered turntable platform. The structure is most similar to the roundhouse of the B&O Railroad Museum in Baltimore, but much larger. (The diameter of this one is 300 feet.)

It must have cost millions to build. Perhaps most striking of all is that the building is mostly empty; I counted 12 pieces of rolling stock, in various states of repair. A few have been restored, but many are in original condition.



One of two steam locos in the collection, a 2-6-2. There is no interpretation or signage, nor a builder's plate, and your reporter has no idea of the loco's identity.



One of the nicest pieces is a business car, well-rested.



The other steam loco displayed in the museum. Again no signage.

Convention Contest (A Little Bragging Time!)

As usual, there was a contest in Salmon Arm and your two SV&W clinic delegates did all right. See winning entries below.



Jack Tingstad—Second Place Cars—Scratchbuilt Flat Car with Sulfur Vessels
(Photo taken at Feb 2016 SV&W Clinic)



Your Reporter—3rd Place Prototype Photos—B&W
Loco Servicing, Nancha, China



Your Reporter—1st Place Prototype Photos—Color
Last Run of Plow OY, Cumbres, CO

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