

BRAKEMAN'S RAG

Series II, Vol. 2, No 4

First Division's Fall Mini-Meet in Eugene



Photos on this page by Jim Van Delden

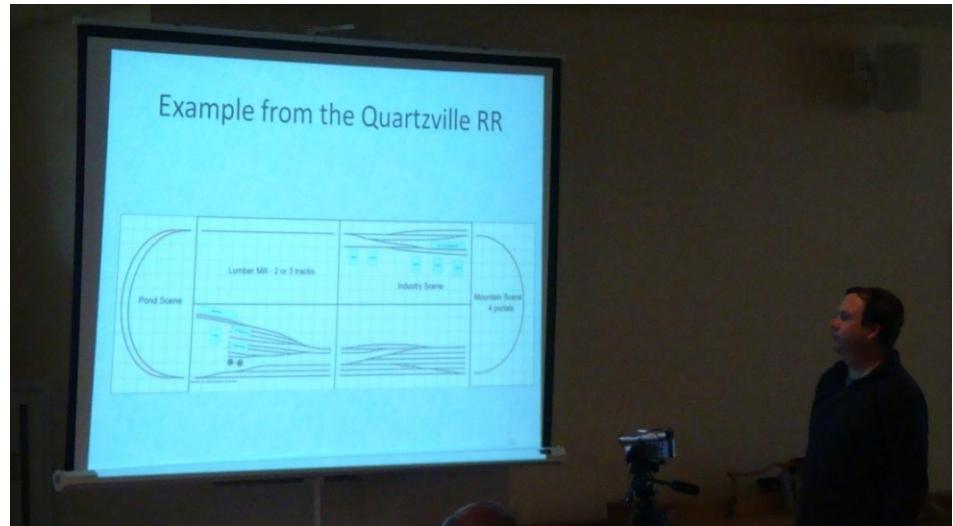
The October 25, 2014 Fall Mini-Meet was held at the Gainsborough Clubhouse in Eugene. The facility had ample room for clinic presentations and model displays.

Don Gleason presented a helpful tip consisting of using a medicine syringe in place of an eyedropper. In his search for a replacement eyedropper for ballasting his track, a pharmacist recommended a medical syringe for administering oral doses of liquids. The syringe holds 2 teaspoons and dispenses the fluid through a small hole. Don demonstrated how he uses the syringe to apply a wet water and white glue mixture. The syringe holds considerably more glue mixture than an eyedropper, so ballast or other scenery materials can be fixed on the layout much faster.

Nick Lehrbach presented a talk about the roots of HO model railroading, which included the contributions by Gordon Varney, Irv Athern, William Walther, and others. See page 3 for his notes..

First Division, Pacific Northwest Region, NMRA

December 2014



Charlie Hutto talked about the importance of standards, focusing on those standards you make when designing and building your layout. Included in his standards are the gauge and color of various wires.

Rich Pitter talked about his construction of a model of the trestle on the Virginia & Truckee Railway over the Carson River. He showed how he researched the bridge to determine various details, and how photographic evidence showed numerous unexpected details that might be modeled.

Ed Schaenzer presented the differences between HO scale standard gauge track and O scale On30 track. Both tracks have the same distance between the rails, but the O scale track has crossties that are 6 scale feet long, whereas HO cross ties are 8 scale feet long.

Christopher Jones, Rich Pitter, and Ed Schaenzer talked about their experiences at the recent Tacoma PNR Convention, regarding building an inexpensive Penryn Fruits laser cut model. The

contest required the model as the starting point, with the entry placed on a 5" x 5" base. Glue, paint, and scrapbox items were not assessed, but otherwise modelers could not exceed \$25 on details for the model. Christopher also discussed the attention he gave to details on his model, which gained a merit award.



Above model by Christopher Jones received a Merit Award at the PNR 2014 Annual Convention in Tacoma.

The Spring 2015 mini-meet will be hosted by Christopher Jones and Ed Schaenzer and will be held at the Coos County Fairgrounds at a date yet to be determined, in late May or June.

The winners of the people's choice model contest held on October 25, 2014, are as follows: Locomotive: **Nick Lehrbach**, for his Cab Forward in HO scale; Rolling Stock: **Scott Rouse**, for his HO scale PFE boxcar; Structure: **Bruce McGarvey**, for his O scale water tower; Miscellaneous: **Ed Schaenzer**, for his O scale caterpillar and logging arch; Overall Favorite: **Bruce McGarvey**'s water tower. Thank you for showing your fine models.



Model contest photos by Rich Pitter.



Above two models by Ed Schaenzer photographed by Jim Van Delden. Lower model is part of a O scale diorama that received a Merit Award at the PNR 2014 Annual Convention.

The Roots of HO Scale Model Railroading

By Nick Lehrbach

As early as 1928 articles about HO began to appear under the bylines of noted hobbyists of the day.

One of the pioneers of the movement was Gordon Varney. In 1936 he began manufacturing his HO kits, which were paper and wood. The boxcars had paper sides which were photographically reproduced from pictures he took in the Los Angeles railroad yards. One of his employees was Bob Lindsay who created the first two locomotives for Varney. Another Varney innovation was embossed aluminum car sides. In 1941, his kits sold for \$1.25. During the war, the production ceased while his shop produced military parts. After the war, they resumed production with updated versions of many of the pre-war kits. The stamped steel version of the Varney boxcar was introduced in 1949. 1950 was a banner year for HO, as Varney introduced the first plastic-bodied, injection molded freight cars. The company was sold in 1957.

Irv Athearn produced O scale kits in California prior to 1947. He was persuaded to produce kits for HO modelers. The early kits were stamped steel boxcars and refrigerator cars sold through the Overnight Distributing Service, beginning in June, 1948. In 1950, Athearn introduced a tank car kit and in 1951 the die-cast metal wrecking crane was released. Early in 1957, Athearn began production of plastic kits which became the industry standard.

Mantua Metal Products was formed in 1926 by James Thomas and John Tyler. They first advertised model trains in the July, 1935 issue of *Model Railroader*. They offered a brass & cast metal twin-bay coal hopper kit with paper sides in 1948. They later added gondolas, boxcars, & refrigerator cars of the same design. They also produced many die-cast steam locomotives and some early diesels. Their production of plastic cars began in 1954. The company became Tyco in 1957.

William Walthers was also a pioneer in the industry. He began in 1932 with production of O scale models. He was one of the founders of the NMRA and issued his first HO catalog in 1937. His first HO kits were named "Taylor-Made Models". Bill retired in 1958 but the company continues today.

There were some other manufacturers of HO models in the early days that are worth mentioning:

John English produced die-cast steam locomotives in Pennsylvania beginning in 1949 and later made the Hobbyline models.

Howell Day began making kits in 1937 in Dunellen, NJ. His early kits were wood with cardstock sides, which were sold in envelopes. He acquired the Red Ball line in 1958.

The Ideal Aeroplane & Supply Co. of NY first advertised in March, 1939 that they were producing HO train kits. The kits were wood construction with paper sides.

Comet Model Hobbycraft of Chicago, another model airplane company, began producing HO trains in 1940. They were also of wood and paper construction with a few stamped steel parts. The kits sold for 25 cents in 1941 and included paint & cement.

Bob Lindsay, who was mentioned earlier as a Varney employee, began his own business in 1948. He produced Lindsay motors and power trucks. He also produced some die-cast metal diesel bodies.

Laconia Industries of Laconia, NH began advertising in 1939, with a small line of foil sided HO cars. They offered flat cars, boxcars, refrigerator, hoppers, gondolas and heavyweight passenger cars. In 1952 they produced their die-cast metal Sierra combine and coach. They moved to CA and merged with Binkley in 1953.

Lehigh Models of Allentown, PA began in producing wood kits with embossed paper sides and die-cast metal parts 1954. They also made their own "Air Cushion" trucks.

Megow of Philadelphia began production in 1938 and listed 26 different kits by 1940. The early kits were of wood construction with printed or embossed sides and roofs. They also made their own needle bearing trucks and later structures and passenger cars.

Penn Line Manufacturing Company of Pennsylvania began producing die-cast steam locomotives in 1949. They later added diesel and electric locos. They also made plastic freight cars plus heavyweight and streamline passenger cars.

Red Ball began production of car kits in Los Angeles in 1939. By July, 1940, M. Dale Newton offered 60 different freight cars and accessories. In November, 1943, he relocated to Rogue River, Oregon. A fire shut down production in 1944 and didn't resume until 1945. The company was sold to Howell Day in 1958.

Roundhouse Products were produced my Model Die Casting Company beginning in 1947. They offered a few accessories and their first 0-6-0 steam switcher. In 1950, they released the first four cars in their cast metal car kit line. These were steel

sheathed boxcars with pre-painted and lettered sides using "410-M" paints. They made various freight cars and steam engines in Zamac prior to 1960. Their first plastic models seem to be the ore car kits of 1960.

Globe Models started producing their line of metal sided freight cars in 1949. The boxcars and refrigerator cars were similar to Athearn cars, but had die-cast roof walks and brass car ends. The stock cars had plastic sides which deformed over time. They also made tank cars and their own trucks. In 1954, they started production of their plastic bodied F-7 diesels. In 1956 the company was sold to Athearn.

The Silver Streak line of freight cars was started by Pacific HO in 1946. These kits featured laminated wood sides with typical wood construction. They also included metal roof ribs and either truss rod or cast metal underframes. The kits included boxcars, refrigerators, tank cars, gondolas, M-W cars, and

caboosees. In 1964 they released the Golden State series of plastic mechanical refrigerator cars. The line merged with Tru-Scale and was sold to Walthers in 1972.

Ulrich Model Kits were produced by C. J. Ulrich beginning in 1947 in LA. The kits were mainly of metal and the General Service gondola was unique to the line. The boxcars and stock cars had wood sides and they also made a line of die cast highway trucks. The company was sold to Walthers in 1970. Central Valley Lines were a product of George Stock of Roscoe, CA, beginning in 1947. Initially the kits had cardstock sides, but after 1953, the sides were painted and silk screened on 3-ply wood. They also manufactured superior rolling freight and passenger car trucks with a unique snap mounting system. They also made a variety of HO parts, including valve gear for early die cast steam engines.

Getting People Interested in NMRA

Jim Van Delden wanted to donate a gift of *NMRA Magazine* to his local public library, as a way to attract new NMRA members. His plan was to give a Rail Pass to one of the librarians, so the library would receive the magazine. It was unlikely that the librarian would participate in any other benefits of NMRA membership. The librarian agreed to post an index card at the magazine display with Jim's contact information, in case readers wanted to contact him for more information about the World's Greatest Hobby. Rail Pass may be used only once, and the \$66 annual dues thereafter is expensive to maintain the magazine subscription, so Jim contacted Rich Pitter, First Division Superintendent, who thought there might be a less expensive way.

NMRA President Charlie Getz informed Rich that NMRA offers subscriptions-only for libraries. NMRA's Office Manager Jenny (nmraomgr@aol.com) informed Jim that library subscriptions to *NMRA Magazine* are \$28. NMRA needs the name, address and contact information. Payment can be made by check, money order, or credit card. NMRA accepts Visa, MasterCard, American Express and Discover. The information and payment can be done by telephone at 423-892-2846, by fax 423-899-4869 or by mail to: NMRA, P.O. Box 1328, Soddy Daisy TN 37384-1328.

Do you want to give others a gift of the World's Greatest Hobby? If so, contact your local library and offer to support a subscription to *NMRA Magazine*.

A Passion Beyond Scale

By Rich Pitter

Iread *Playing with Trains: A Passion Beyond Scale*, by Sam Posey. It was published in 2005 and is still available on Amazon, including Kindle format. You might also check your local library or secondhand book store if you are looking for a copy.

The book searches for answers to the question, "Why do grown men play with trains?" In the book, one person mentions that model railroaders all start with the same materials, but each layout is different. Are there as many reasons as modelers why grownups play with trains?

Sam recalls his first layout, a Lionel train that originated as a Christmas present but gained permanency thanks to a plywood base. His fascination with model railroads grew from his enjoyment controlling the speed of his trains, coupled with Lionel's operating accessories, including a brakeman's shanty, coal loader, and cattle ramp. The action wasn't particularly realistic, but it was fun.

I don't know where Sam lives now, or even if he is still around. At the time of publication, Sam lived in Connecticut. He had a fine layout of the fictitious Colorado Midland, which had appeared in *Model Railroader*. Sam interviewed several well-known modelers and, as one might expect, each gave different answers for his interest in model railroading. For some, scenery was paramount; for others, prototypical

(Continued on page 9)

Double Happiness in AP

By Glenn Edmison

In this article I want to present some ideas about two NMRA Achievement Awards that are often completed together by railroad modelers – and rightfully so. These two, *Model Railroad Engineer – Civil* and *Model Railroad Engineer – Electrical*, have overlapping requirements. They also reflect factors that every modeler who constructs any type of layout must accomplish to have a functioning and realistically operating railroad. Made a part of the early stages of planning and construction, they, together can only enhance the satisfaction and pride of accomplishment one gains by a job well done.

Model Railroad Engineer – Civil, has to do with planning. Meeting the requirements will guarantee that your layout contains all of the factors needed to operate realistically. Examples would be a yard that provides for switching and sorting of cars, and passing tracks that allow two trains to operate on the same main line. An initial requirement is that the railroad has real work to do. That it have industries and/or people to serve and products to move from one place to another. How better to do this than to choose some real railroad to model?

This means more than just adopting a name, but rather provides a real reference for what is known to work.

Tony Koester, whose articles have been a part of Model Railroader Magazine for the past several years, as done this in grand style with his well-publicized MKT layout. In my own case, I chose a portion of the Union Pacific where it passes through southwest Idaho into Oregon, with two historic branch lines, that give me plenty of freight variety, and real scenery, structures and trackage features to model.

Improve your modeling with a few sheets of paper.

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.

Visit www.nmra.org. Then improve your skills. And your hobby.

We make it even more fun.
www.nmra.org
 423-892-2846

The second AP Award, *Model Railroad Engineer – Electrical*, is related because the controls and electrical connections for the trackage, structures, etc – even the layout in general – as planned in *Model Railroad Engineer – Civil*, must be demonstrated to work. Can you make a train move forward and backward? Can you transfer a train from the main track to a siding and have it stop while another train passes by? Do you have ways to identify which trackage is powered – or not? Can you control the turnouts so they are aligned properly to move your trains as intended?

It should be evident how important it is to do planning of these things early in the process of building your layout. There is nothing so discouraging as to have to tear out and rebuild in order to get it right. How satisfying it is to have things work as planned.

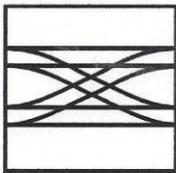
A common requirement between the two awards is to incorporate a length of track including six items chosen from a list of 21. In addition, three items chosen from a list of 14 must be scratchbuilt, drawn as wiring diagrams, and demonstrated to work. These three are the items that must be evaluated individually to earn three merit awards. (They must each earn 83 1/2 points out of a possible 125.) If they are planned as part of the layout, then they do not (as in my case) have to be constructed separately. As stated, these awards are counted for meeting the requirements for both Civil and Electrical. –Indeed, Double Happiness.

Having presented these arguments, I include the requirements for the two AP Awards on the following two pages and, at the bottom of page 6, the matrix used by AP Evaluators for each Merit Award. You can access these documents and further information by going to the NMRA web page under Achievement Program. At the bottom of each reference there is a link to download each of the documents in pdf format. There are also several reference articles by Master Model Railroaders which provide good insights into how to satisfy the requirements for these two AchievementAwards..

I also remind members that there is help available. The Division 1 Evaluation team are all willing to give help and advice. These include Edward Schaezner, Christopher Jones, Dirk Kruysman, Rich Pitter, Gene Neville, and myself. Also, I don't know of any member who would not be willing to assist you if needed. Why not get going on these awards? The benefits are many and will serve you well in the years ahead.

In closing, I want to wish each of you a Merry Christmas and a Happy New Year of modeling.

Glenn Edmison
 Oregon Short Line Railroad



**ACHIEVEMENT PROGRAM
MODEL RAILROAD ENGINEER CIVIL
RECORD AND VALIDATION FORM**
May 2006

PLEASE ATTACH THIS FORM TO A COMPLETED STATEMENT OF QUALIFICATIONS (SOQ) FORM.

Member's Name: _____

NMRA #: _____

Date Submitted: _____

Region: _____

It is hereby certified that the Civil options described below, built or installed, on one or more model railroads by the above named NMRA member, have been personally examined by two or more judges appointed by the Region or Division AP Chair; that the items are either scratchbuilt or super-detailed or are commercial items properly installed, have been adjusted to be operational and meet all applicable NMRA Standards.

1. One original scale drawing of a model railroad track plan identifying:

- | | | |
|---|---|---|
| <input type="checkbox"/> Overall Size | <input type="checkbox"/> Facilities Turnout Sizes | <input type="checkbox"/> Four Switching Locations |
| <input type="checkbox"/> Scale | <input type="checkbox"/> Terminal | <input type="checkbox"/> Turning of Motive Power |
| <input type="checkbox"/> Track Elevations | <input type="checkbox"/> Motive Power Storage | <input type="checkbox"/> Two Mainline Train Operation |
| <input type="checkbox"/> Curve Radii | <input type="checkbox"/> Mainline Passing Siding | |

2. Construct and demonstrate the satisfactory operation of a completed section of the model railroad and trackwork described in Section 1. The section must contain at least 25 linear feet of track in Z, N, or TT scale, 50' in HO or S, 75' in O or 100' in G or #1, with appropriate ballast, drainage facilities and roadbed profile, and may contain spurs, yards, etc. Trackwork shall have examples of at least **SIX** of the following features:

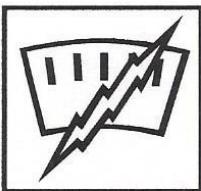
- | | | |
|--|---|--|
| <input type="checkbox"/> Passing siding | <input type="checkbox"/> Turntable | <input type="checkbox"/> Coal Dump Track |
| <input type="checkbox"/> Spur | <input type="checkbox"/> Transfer Table | <input type="checkbox"/> Ash Pit |
| <input type="checkbox"/> Crossover | <input type="checkbox"/> Super Elevation | <input type="checkbox"/> Service Pit Track |
| <input type="checkbox"/> Reversing Loop | <input type="checkbox"/> Simple Overhead Wire | <input type="checkbox"/> Grade Elevation |
| <input type="checkbox"/> Wye | <input type="checkbox"/> Compound Overhead Wire | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Simple Ladder | <input type="checkbox"/> Scale Track | |
| <input type="checkbox"/> Compound Ladder | <input type="checkbox"/> Cog Railway Track | |

3. Construct for Merit Award Judging scratchbuilt models of any three of the following.

- | | | |
|--|---|--|
| <input type="checkbox"/> Turnout (Point or Stub) | <input type="checkbox"/> Crossing | <input type="checkbox"/> Double Junction Turnout |
| <input type="checkbox"/> Crossover | <input type="checkbox"/> Gauntlet Track | <input type="checkbox"/> Three-Way Turnout |
| <input type="checkbox"/> Double Crossover | <input type="checkbox"/> Gauntlet Turnout | <input type="checkbox"/> Spring Switch or |
| <input type="checkbox"/> Single Slip Switch | <input type="checkbox"/> Dual Gauge Turnout | <input type="checkbox"/> Operating Switch |
| <input type="checkbox"/> Double Slip Switch | <input type="checkbox"/> Gauge Separation Turnout | in overhead wire |

MERIT AWARD SCORING SCHEDULE

CONSTRUCTION	DESCRIPTION	POINTS	SCORE
CONSTRUCTION	Quality and Amount. How much detail has the modeler added or incorporated and how complex was the detailing job?	0-20	
DETAIL	Quality and Amount. How much detail has the modeler added or incorporated and how complex was the detailing job?	0-20	
CONFORMITY	Prototype Practice. How well has the modeler reproduced the prototype?	0-30	
FINISH & LETTERING	Appearance. The complexity, accuracy, or completeness of finish and lettering and the quality and skill of its application.	0-10	
SCRATCHBUILDING	How much did the modeler build from scratch and how difficult was the scratchbuilding. Commercial frogs not allowed but commercial individual rail (not Flex-track), ties and spikes are.	0-25	
	Total		



ACHIEVEMENT PROGRAM

MODEL RAILROAD ENGINEER ELECTRICAL

RECORD AND VALIDATION FORM

May 2006

PLEASE ATTACH THIS FORM TO A COMPLETED STATEMENT OF QUALIFICATIONS (SOQ) FORM.

Member's Name: _____

NMRA #: _____

Date Submitted: _____

Region: _____

To qualify for this certificate you must:

1. Construct and demonstrate on own or club layout, the satisfactory operation of an electrical control system on a model railroad capable of simultaneous and independent control of two mainline trains in either direction, and containing at least:
 - For conventional DC wiring (non-command-control), five electrical blocks that can be controlled independently. For command control wiring (DCC, TMCC, and others), sufficient gaps and switches to maintain polarity, phase if needed, and troubleshooting.
 - One mainline passing siding
 - One of the following: reversing loop, wye, turntable, or transfer table
 - Facilities for storing of at least two unused motive power units.
 - One yard with a minimum of three tracks and a switching lead independent of the mainline.
 - One power supply with protective devices (short indicator and/or circuit breaker) to ensure safe operation.
2. Wire and demonstrate the electrical operation of at least three of the following items:

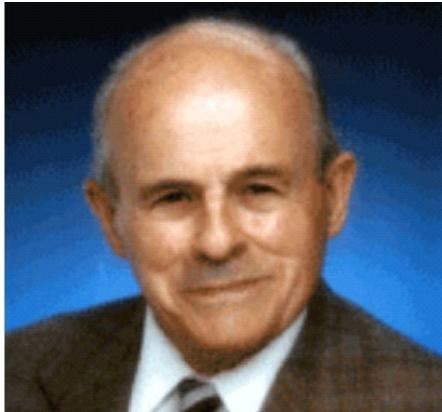
<input type="checkbox"/> Turnout	<input type="checkbox"/> Single slip switch	<input type="checkbox"/> Gauntlet turnout
<input type="checkbox"/> Crossing	<input type="checkbox"/> Gauge separation turnout	<input type="checkbox"/> Spring switch
<input type="checkbox"/> Crossover	<input type="checkbox"/> Double junction turnout	<input type="checkbox"/> Operating switch in overhead wire
<input type="checkbox"/> Double crossover	<input type="checkbox"/> Three way turnout	
3. Wire and demonstrate the satisfactory electrical operation of at least three of the following features:

<input type="checkbox"/> Electrical turnout position	<input type="checkbox"/> Two-way block signaling	<input type="checkbox"/> Sound system
<input type="checkbox"/> Track occupancy	<input type="checkbox"/> Operating overhead wire	<input type="checkbox"/> Signaling system
<input type="checkbox"/> Cab control	<input type="checkbox"/> Computer control	<input type="checkbox"/> CTC system
<input type="checkbox"/> Engine terminal	<input type="checkbox"/> Animated displays	<input type="checkbox"/> Onboard video system
<input type="checkbox"/> Two turnout junctions	<input type="checkbox"/> Layout lighting displays	<input type="checkbox"/> Computerized block detection
<input type="checkbox"/> High-frequency lighting	<input type="checkbox"/> Command Control Receiver	<input type="checkbox"/> Computerized operation
<input type="checkbox"/> Electronic throttle	<input type="checkbox"/> Command Control Throttle Buss Line	<input type="checkbox"/> Computer to railroad interface
<input type="checkbox"/> Grade crossing		<input type="checkbox"/> Other _____
4. Prepare a schematic drawing of the propulsion circuitry of the model railroad in Section 1 showing the gaps, blocks, feeders, speed and direction control, electrical switches and power supplies. Prepare schematic drawings identifying the wiring and components of the six items in Requirements 2 & 3.
5. Submit a completed Statement of Qualifications (SOQ) which shall include the following:
 - Attachment showing the track plan required in Requirement 1.
 - Description of the track work features, method of construction and identification of commercial components used in 2 & 3.
 - The signed witness certification form showing that each of the above items are operational and meet all applicable NMRA Standards.

In memoriam: Lawrence Dale Edwards, Sr., co-founder of Kadee, 1921-2014

Dale Edwards was the “D” in Kadee and his identical twin Keith was the “K”. The twins started Kadee in the mid 40's and created the first knuckle coupler that actually looked and worked like the real ones. With several improvements on the original design, the Magne-matic® metal knuckle coupler became an instant hit. Today, the knuckle coupler is the de-facto standard in Model Railroading.

In, 1961 the twins designed and built a twin rail spiker that allowed modelers to lay their own track by driving miniature spikes over the web of the rail, holding it in place. In the 70's they began to produce a line of freight cars that were noted for their detail and accuracy in N



scale. These Micro-Trains® were the finest detailed ready-to-run rolling stock built.

In 1990 they split the company with Dale taking Kadee with the HO and larger scale couplers, and Keith taking the Micro-Trains line: N Scale and smaller. With the impending expiration of the coupler patent, Dale knew he had to create something innovative and “special” that would leapfrog the competition and began developing a brand new model of the PS1 40' boxcar. The work to create all the

tooling for the molds and die making would take accuracy, detail and meticulous craftsmanship in order to have operational moving doors, see-through roof walks, and scale grab irons and ladders. This was once again, done ALL in-house.

Dale also created the “Whisker” coupler centering system in the mid 80's. However, application of the Whisker stalled until 2006 when a suitable wire was created.

Dale had his hand in developing more than 40 patents and Kadee now manufactures couplers, components, HO RTR rolling stock and accessories made of metal and plastic in HO scale through G scale, all made entirely in White City, Oregon.

Dale's vision was to make the best possible products with quality people, doing so all under one roof as to not sacrifice quality nor lose control of supply chains.

New Year's Resolutions

By Rich Pitter

New Years' Resolutions are just around the corner. Most of us who make resolutions focus on things to make us healthier people. Recently, a different category of new years' resolution came to mind. I received email from a friend, about another friend, a model railroader. Let me paraphrase the message to preserve their privacy.

He is slipping further. The doctors moved him from oxycodone to morphine, and have increased that dosage at least twice in the past two weeks. He has in-home hospice, which helps. His kids are taking turns spending time with him, but it is hard on them so they may need to move him to a full-time care facility. He is at peace with his situation and only has two regrets. His first regret is that he let his layout project sit for twenty years. What a layout he would have had if he and his friends had worked on it sooner! His other regret is not being able to say good-bye to all his friends. He probably only has a few weeks left.

By the time New Years comes around, my model railroading friend may have passed, but you and I can

make resolutions to call on our sick and infirm friends. It helps to phone in advance before visiting, to make sure they are up to it. One of the hardest things to do is to visit someone who has a terminal illness and who is near the end, but plan, in advance, to talk about some of the fun times you had together, perhaps at conventions or while operating or working together on a layout. Think of your friend, how he or she would enjoy spending a little time with you, saying a special good-bye. If the shoe was on the other foot, wouldn't you like to have caring friends spend time with you?

The other matter is the layout. For now, we'll neglect what happens to it afterwards. I've known model railroaders with fully operational layouts, who have enjoyed all aspects of model railroading: operating sessions, building and maintaining rolling stock, and building new additions. We may say that they “have it all,” but the reality is, they made it happen. I also know modelers, myself included, who have layouts in various dormant stages of “under construction.” If you have such a layout, or if you know someone who does, why not see about forming a weekly or monthly crew to move forward on layout construction?

And, if you (like me) have a tendency to be a perfectionist, consider what W. Allen McClelland, who built the widely acclaimed V&O Railroad, says: "Good enough!" Make sure the track, wiring, and rolling stock are up to spiff, but use that motto while building models and laying scenery to get along with something a tad less than perfection (except with a few Merit Award models). Remember, most models are several feet from the eyes of viewers, and most visitors will watch your trains anyway. That building across the street from the

tracks will be a blur in the mind of your visitor following the train.

If this reminder, that life does not go on forever, upsets you, I am sorry. Think of a model railroader who cannot get up from bed. A visit or phone call from a friend will probably be the highlight of his or her day. Before I get to that state, I want to have a model railroad that I enjoy operating and visitors enjoy viewing. That means I have to spend time with my hobby.

Begin to write your New Years' Resolutions today.

The Brakeman's Shack

Rich Pitter

Last month, Judi, my Partner in Life, started composing her resolutions for 2015. That got me to thinking, mostly about how I've sloughed off New Years' Resolutions in previous years. I usually resolve to exercise regularly, watch my diet, and a few other things that have to do with life and living, and then don't follow through for very long.

When Bruce McCosh of Third Division, PNR, sent me email in November that Phil Ulmen was preparing to meet his Maker, and then sending me the sad news of his passing, he said that Phil's greatest regret was that he hadn't spent the time, with friends, building his home layout to reflect a good part of his dreams.

In 2013, Phil was the Superintendent of Third Division and the Chair of the PNR Annual Convention, Snake River Special, held in Boise, ID. His home layout was open for convention visitors although his scenery was only 50% complete. He spent long hours with the convention committee to make the tours, layouts, and clinics well worth attending.

Phil was a dreamer and a doer. Bruce sent me a link to a news story about Phil: <http://www.ktvb.com/story/news/local/2014/11/26/phil-ulmen-dragon/19526543/>. If you don't have a computer with Internet access, take that address and ask someone--a friend or perhaps a librarian--pull it up for you to watch. It's a short news video of what Phil did at Halloween, year after year. And with his tremendous initiative, talent, and love to put on a show, he put off work on his model railroad. I

composed the preceding article without naming Bruce and Phil. Afterwards, I felt they both deserved credit.

Even though my First Division duties don't take much time, I spend less time on model railroading activities than I do with First Division business. That's not new; as Editor of the HUB Division, Northeastern Region, for ten years, I spent more time editing than I did building and playing with trains.

So, in 2015, I'm setting up work dates for my layout and inviting NMRA members within driving distance to work with me on my layout. Just give me a call. My phone, email, and address are found on page 11. Dates, times, and durations will be when you and I are mutually available. I'll provide refreshments. Bring along your Significant Other, either to help out or to get to know Judi better. I need to lay roadbed and track, attach feeders to the DCC bus wires, and everything else until we have a railroad up and running. If you have DCC-equipped locomotives that take 24-inch radius curves, you're welcome to run equipment. When the layout is functionally ready, I'll host operating sessions. They won't be large groups, but there will be trains to run and switching to perform. You don't have to commit initially, just contact me and survey the chaos to decide whether or not you want to do something on my layout.

What are your model railroading resolutions for 2015? May I suggest possibilities: learn something new; help others; dream, plan, and build your layout; share your excitement with someone new to the hobby. Remember Phil Ulmen and work toward making your model railroading dreams come true.

for this book is people who are considering starting, or getting back into, the hobby and who want to know more before they dive in. After reading this book, they may commit to model railroading.

The hobby has advanced since the book was written, but things like the growth in popularity of DCC, L.E.D. lighting, laser-cut structure kits, and 3-D printing, do not detract from the central, mental theme: why do grownups play with model trains?

Passion (from page 4)

operation was their quest. But regardless, their passion for model railroading transformed them from men, some who suffered disabilities or illnesses (Sam suffered from Parkinson's Disease), into story-tellers.

The book is well-written and enjoyable to read, although, for modelers it is like preaching to a choir. It doesn't present anything new to modelers, although it presents things in an entertaining way. The audience

Model Train Shows and Events**2015**

- Jan 28-Feb 1** **Valley River Center Train Show**, hosted by Willamette Cascade Model Railroad Club. 10AM-9PM on Thurs., Fri, and Sat; 10-7 on Sun. Contact Lee Temple: ttandt@ram-mail.com or 541-954-4917.
- April 18-19** **Willamette Cascade Model Railroad Club 27th Annual Swap Meet.** Lane Events Center Expo Hall (home of Lane County Fairgrounds), 796 W. 13th Ave., Eugene. Info: Lee & Diane Temple, 541-954-4917; ttandt@ram-mail.com.
- May or June** **First Division Spring Mini-Meet.** Coos County Fairgrounds, Myrtle Point. Information will appear in March *Brakeman's Rag*.
- Aug 23-29** **NMRA National Convention**, Portland, Oregon. DoubleTree by Hilton Hotel, Portland, hosted by Second Division, PNR, NMRA.. More info at <http://www.nmra2015portland.org/>
- Aug 28 - 30** **National Train Show**, held in conjunction with the NMRA National Convention, at the Portland Expo Center.

We welcome groups to post club meetings, swap meets, model railroad shows, and similar events in and close to First Division. Contact Rich Pitter at richpitter@aol.com or 551-636-3833. Next *Brakeman's Rag* deadline for events is President's Day. The newsletter will be published in March. Please include events which occur from April through July 2015.

Division Notices

No tunnel grants were awarded in 2014. Funds for tunnel grants come from interest earned, and last year our division did not earn sufficient funds to warrant an award. We anticipate being able to award a grant in 2015. Tunnel grant applications for 2015 must be postmarked or emailed to the Superintendent between Aug. 1 and Aug. 31. Refer to <http://pnr.nmra.org/1div/div1bus.htm#grants2> for more information. Incomplete applications may either be returned or denied.

Nominations for Superintendent and six Board of Directors members, all of whom hold two-year terms of office, will commence in March. Ballots will be mailed to members by June 15 and must be returned to the ballot teller by July 5. New officers begin office on September 1.

A nominations committee will select a board of candidates, but any member in good standing (RailPass members must additionally subscribe a regular rates) may also run for office. The next issue of the *Brakeman's Rag* will include a form for use by members who want to run for an office.

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Board of Directors (BOD) and Officers

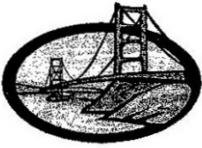
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The *Brakeman's Rag* is the newsletter of First Division, Pacific Northwest Region, National Model Railroader Association. The newsletter is published quarterly. All NMRA members residing within the counties of Benton, Coos, Crook, Deschutes, Douglas, Jackson, Josephine, Klamath, Lane, Lincoln, and Linn in Oregon are considered to be First Division members. First Division has no dues. The *Brakeman's Rag* is transmitted by email and posted on our web page. Members who do not have email service receive the newsletter by U.S. mail with black and white photos.

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