

MASTER BUILDER — MOTIVE POWER

Pacific Southwest Region

David Dewane, Las Vegas, Nevada

Southeastern Region

Charles Millar, Buford, Georgia

MASTER BUILDER — CARS

Southeastern Region

Charles Millar, Buford, Georgia

MASTER BUILDER — STRUCTURES

Rocky Mountain Region

Donald Bailey, Colorado Springs, Colorado

MASTER BUILDER — SCENERY

Pacific Northwest Region

Dave Chomyn, Calgary, AB

**MASTER BUILDER — PROTOTYPE
MODELS**

Midwest Region

Marion Brasher, Spring Valley, Illinois

MODEL RAILROAD ENGINEER — CIVIL

Pacific Southwest Region

Donald Fowler, Santee, California

**MODEL RAILROAD ENGINEER —
ELECTRICAL**

Pacific Southwest Region

Paul Chandler, Tucson, Arizona

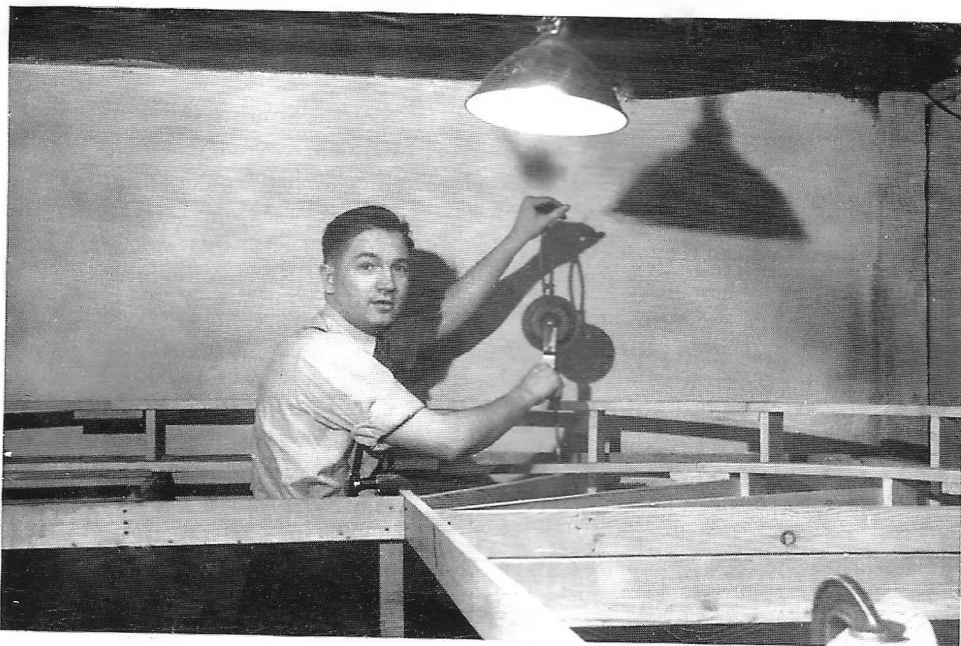
MMR EARNED



BOB PARRISH EARNS MMR #448

My model railroading beginnings go back to about 1949 when my dad started me with a wind-up plastic shell O scale loop on the

dining room floor of a small apartment in Chicago. He had been modeling in HO with a small club building a railroad in a basement on the west side of town for several years. On Christmas 1951, he moved me to an American Flyer Pacific locomotive



Above: Bob Parrish Sr. in a 1948 photo, building a railroad with girder bench work long before Linn Westcott was given credit for the design innovation.

and a string of cars, still operated on the dining room floor. By this time my dad had worked for Burlington Railroad for nearly 20 years, so railroading in our family was something of an institution.

In 1954, we moved to a larger home, and Dad again switched me to new model railroad adventures. This time it would be HO gauge, and he gave me much of his early Mantua equipment since the club had recently dissolved. This HO railroad was a 4x8 pike with some switching, a continuous loop option, and the scenicking was made of wood fiber plaster using colored saw dust for grass. It was nothing like the John Allen photos on the back of *Model Railroader* magazine, but it was ours and it was great. Most of the equipment was models of transition and then current day models.

In 1959, there was a lot of interest in the Civil War Centennial, and Mantua really pushed its General locomotive and a newly released line of period freight and passenger cars. I was hooked and made the switch away from current day modeling to historical railroading. Two years later, I was introduced to wood car kits by a fellow modeler on the counter top of the local hobby shop. I discovered models from Labelle, Central Valley, Red Ball, Binkley, and Ambroid. I kept a few plastic freight cars for a year or two, but the die was cast. I had discovered wood kits, and by 1964 was experimenting with scratchbuilding. I built all I could afford with a part time job after school and as dollars came to me at birthdays and Christmas requests.

During the late 1960s, while I was away from the hobby during a four-year tour in the U.S. Navy, and a vacation to Viet Nam, a friend kit collected for me as new products became available. I owed him several hundreds of dollars in early 1969 when I got home. It was a lot of money then but a laughable amount now. My connection to pre-USRA turn of the Century (20th) was now set, and I have never strayed very far from that. I take a lot of guff from local modeling friends about my addiction to truss rods and arch bar trucks. Many of the cars I built in those years are still rolling around regularly on my Boise Nampa & Owyhee Railroad. There is still one car that I scratchbuilt from the early 1960s on the active roster. There are no registry rules on my railroad.

A marriage in 1972, building of a home in Idaho a few years later, and raising two very cool (now adult) children all caused me to take about a 20-year additional hiatus from modeling. In the early 1990s I fell in with some modelers in the Boise area, and I now have a very large group of friends that make this hobby even more enjoyable. These are the same "friends" that helped, prodded, and harassed me into the Achievement Program; my thanks to all of them. Many of them were the most helpful judges of my modeling and always encouraged me to do better. A trip to the 2000 NMRA National Convention and third place in freight cars also taught me much about accurate modeling. My special thanks go to Clyde Queen and Rick Uhlenkott, both master model-

ers, for their support and encouragement as judges over the years.

The railroad I now operate has a yard that I built in 1972 with Code 70 rail and stub turnouts. They were originally operated manually because I could not afford switch machines; but have now been replaced with twin coil machines and the railroad has been enlarged to an around-the-walls pike that encompasses the Boise Idaho valley as it operated around 1900. The Boise Nampa & Owyhee Railroad existed in this valley from 1897 to 1913 when it was absorbed into the OSL of the Union Pacific Railroad. I absolutely stop at 1913.

What has been particularly fun is the historical research of this valley at that time. We have a great photo archive in our state historical museum that is very accessible and a great resource for prototype photos and information.

Having grown up in Chicago in the last years of the trolley systems, I was excited with the notion that the Boise Valley had trolleys during the period I chose to model. It took only a little prodding from another good friend, and trolley fanatic, Bruce McCosh, and I now have trolley service connecting the major towns on my railroad. It has been great fun to research the types of equipment that existed and the sorts of commodities that were transported. Building some of that equipment has made my trolley division a unique part of the modeling community in town.

My railroad is controlled with a wireless DCC system, and I use a computer software system to organize the switching of rolling stock. I am still refining my railroad and replacing rolling stock and structures with higher quality, more interesting scratchbuilt models — a railroad is never quite finished.

Since completing the Master Model Railroader program, I have been invited to judge model submissions at local NMRA gatherings. It is a privilege to be up that close to some terrific models and encourage others to improve their modeling skills.

Bob lives in Boise with his wife, Vivian, and they now both retired from the public school system. Additional hobbies are travel, old cars, and fly fishing.

Bob earned the following certificates: Model Railroad Engineer—Civil, Model Railroad Engineer—Electrical, Master Builder—Scenery, Master Builder—Structures, Master Builder—Cars, Association Volunteer, and Model Railroad Author.