



The Switchlist

Official Publication of the Pacific Northwest Region, National Model Railroad Association

February 2017

Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH-ENGINEMEN'S DAILY REGISTER

FOREMAN	No. of Helpers	ENGINEER AND FIREMAN	Compared Time	Job Worked	Highest Bulletin Number	Left Round House or Hoist Track	SHIFT WORKED		Arrived Round House or Hoist Track	HOURS WORKED			Accomplished Miles	Explanation of Meal Period, Overtime, Delays, etc.
							Began Work	Quit Work		Meal Period	Straight Time	Over Time		



Illinois Central Gulf Switchlist

YRS15, Friday, February 7, 1982
 at: Reserve
 Time: 7:15 AM Throttle: 0
 Next Yard: St. Rose, LA
 Driver: Drew Maduro
 Origin: Reserve, LA
 No. of Cars: 7-027
 Destination: St. Rose, LA
 UP 2700 Cabin: 199044

be	SPOT	NxtLoc	Tons	Contents	Hdg

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- Passing of Bob Sample
- Spokane Falls Express 2017
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- Officer, Staff, and Division Reports
- Timetable

Hall 2 42 700M 4865

Form 818-A Standard—Small
**SWITCH CARS CAREFULLY AND SAFELY
 AVOID ROUGH HANDLING**
 Santa Fe
 (Insert Name of Railway Company)
SWITCH LIST

At Station 1-3-18
 Train No. 350/p Engine No. 470/p Time 6/p M.

CAR	Initials	No.	Contents	Destination	Consignee	Tonnage
1						
2		68820	70	70		
3		68262	72	72		
4		68758	72	72		
5			55	72		

Unloaded at 3600 hrs
 Temp 70
 Fuel OK
 Tools OK



N.P. 1204 10075
LOCAL SWITCH LIST
 SWITCH LIST OF ALL WORK TO BE DONE BY CONDUCTOR

TRAIN NO. _____ ORS3

Duplicate AT STATION

INITIAL	NUMBER	CONTENTS	FROM
1			
2			
3			
4			
5			
6			
7			





The Switchlist

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SUBSCRIPTIONS

The Switchlist is available free of charge online at the PNR website, pnr.nmra.org. PNR members with current email addresses on file with the NMRA will receive an email notice when the latest issue is posted. To receive notice when the next *Switchlist* is posted (and other news of interest to PNR members), join our email list by sending a blank email to:

PNR-NMRA-subscribe@YahooGroups.com

CONTRIBUTIONS

Readers of *The Switchlist* are encouraged to submit news, articles, photos, and drawings about PNR activities past, present and future, and articles on other aspects of model railroading are also appreciated. If the work of others, is being included, please ensure you have their written permission and include attributions as appropriate. All contributions must be digital and preferably in file formats compatible with the Microsoft platform.

Photographs and illustrations are encouraged in all common digital formats. The Editor reserves the right to accept, reject, and edit contributions as space, time, and suitability of material dictate. *The Switchlist* does not pay for articles.

Please email your contributions to the editor at switchlist@pnr.nmra.org. Deadline for submissions is:

February 1

May 1

August 1

November 1

Letters to the editor and other editorial opinions are those of the author and do not necessarily reflect opinions and policy of the PNR or NMRA. Complete staff and contact information is available in this newsletter and on the PNR website: pnr.nmra.org.

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Deep in Winter or Mud? (either is model railroading season)

When I started writing this a couple of weeks ago, we had quite a winter storm raging here in Bozeman. But over the last few days, that snow has been quickly melting and I can now see some bare ground emerging. So, as winter begins to loosen its grip and we move into mud season (I mean early spring), this is a good checkpoint on whether you've been able to make progress on your To-Do list ... Layout design? Benchwork? Or one of those unfinished models? It's certainly not too late.

The 2017 PNR convention, [Spokane Falls Express](#), is ready and waiting for you to register. The preliminary schedule, tours, clinics, and other events are now posted on the website. So, you should now have enough information to fit this opportunity into your plans for June. Registration is in full swing and I heard there are still plenty of hotel rooms available.

The PNR lost another very active member of our model railroading family and Spokane community. Bob Sample (5th Division) passed away on January 10th. Please see page 3 for more about Bob and his involvement in and contributions to the hobby that he loved dearly. Our thoughts, prayers, and deepest sympathies are extended to Shirley and her family.

Inside this edition of *The Switchlist* is an article by Mark Dance and Brian Pate about Brian's amazing re-creation of the Klondike Mines Railway. A dedicated group of Vancouver area modelers helped dismantle and relocate a large portion of Brian's HOn3 layout from his home in North Vancouver, British Columbia, to Dawson City, Yukon. The PNR is extremely fortunate to have such supportive folks as part of our hobby community.

Don't forget to scan the Timetable on pages 15–16 (also on the PNR website) for any upcoming events near you. There is a lot packed into the next few months. Your attendance and support are always appreciated by the hosts. Plus it's a good excuse to fend off the "cabin fever."

So, with another month of winter still on the calendar and mud season ahead, we've still got an opportunity to work on a model you want to have AP evaluated, judged in the contest, or to just display for sharing at the Spokane Falls Express in June.

Happy Modeling!

Greg Kujawa, Editor



Front Street in Dawson City, Yukon in 1949 on Brian Pate's KMR layout. Modern day visitors would recognize several buildings, such as the bank, which have survived. Others, such as the Fire Hall and White Pass dock, are long gone. All the models were built from drawings by Robert Mitchell and photos of what is left. *Mark Dance photo*

PNR News and Announcements

Passing of Robert L. (Bob) Sample

It's with deep sadness that we inform you we've lost another very active member of the PNR and model railroading community in the Spokane area. Bob Sample, husband of Shirley Sample, our immediate past president and current vice president., passed away on January 10, 2017. Bob was the Editor for the 5th Division newsletter "The Goat" for a few years, and also Secretary for the 5th Division for three or four years. He was also involved in Convention planning when the 5th Division hosted the PNR conventions and could always be counted on to do a clinic at 5th Division mini-meets. He had conducted clinics at several PNR and NMRA conventions, too.

Bob and Shirley owned and operated Sunset Junction Model Trains from August 1989 until May of 1996. Bob did a lot of custom painting and decaling during that time and continued doing that up until last March when he first became ill.

Over the last several years, Bob did all the custom painted and decaled cars sold by the River City Modelers. He also belonged to several Historical Societies—UP, GN, NP, Milwaukee Road, SP, SP&S, WP, and others. Bob loved researching railroads to improve his knowledge and always said you learn something new every time you attend a clinic or a convention. He loved sharing what he knew and had learned.

You can send cards of condolence to his home, at P.O. Box 314, Elk, WA. 99009. He will be missed by all of us at the River City Model Railroad Club, the 5th Division, and PNR.

Obituary

(Age 86) Bob was born on May 28, 1930 in Pelican Bay, OR to Clay and Maudie May Sample. Bob resided in Elk, WA until his death on January 10, 2017.

Survivors include his wife, Shirley at their home in Elk; daughters Sherrie McQuade of McMinnville, OR, and Luanna Frazey of Kennewick, WA; six grandchildren Max McQuade (Michele), Desirae Reid (Cody), Domanic McQuade (Shaina), Michael Cates, Alisha Ellis and Danny Frazey-Ellis, 12 great grandchildren, several nieces, nephews, great nieces and great nephews. Bob was preceded in death by his parents, sisters Alice, Marge, Eva and Margaret and his brother Bill.

Bob spent 20 years in the Air Force in Security and Law Enforcement before retiring in 1968 at Fairchild. After that, he worked for American Buildings Maintenance, May Trucking, Empire Lines, and Northwestern Stage Lines until 1989 when he purchased Sunset Junction Hobby Shop in Spokane which he operated until retirement in 1996.

Bob loved spending time doing custom model trains and had been doing this up until he became ill in March of 2016. He was a charter member of the River City Modelers Model Railroad Club in Spokane and a life member of the National Model Railroad Association. He enjoyed traveling, fly fishing and "chasing trains" and taking photos of them.

At his request no services will be held. Memorial contributions can be made to: The Spokane Humane Society, Union Gospel Mission or a charity of your choice.



Photo and obituary courtesy of Heritage Funeral Home and Crematory, Spokane, Washington

Spokane Falls Express 2017

The 2017 PNR Convention, **Spokane Falls Express**, is scheduled for June 7–10, 2017, in Spokane, Washington. The convention committee has established a [website](#) with preliminary information posted. This includes hotel information and registration, the schedule, tours, clinics, and convention registration (both online and hard copy mail-in options). Be sure to visit the website for the most current information and start making your plans to join your fellow PNR members in Spokane this June!



The HOn3 Klondike Mines Railway

A gold mining railway steeped in history and built for operations is now preserved in the Yukon

Article and photos by Mark Dance and Brian Pate

Prologue

Brian Pate's Klondike Mines Railway was a jewel of both industrial archaeology and the model builder's art. Operating Brian's layout was like operating a museum diorama and provided a geographically consistent rendition of the prototype 3-foot narrow gauge Klondike Mines Railway on an upper deck of a two-deck layout. A connection with the standard-gauge Canadian Pacific Railway on the lower deck was achieved by the introduction of a plausible but fictitious narrow gauge line—the Vancouver, Westminster and Yukon Railway—which ran via a helix from the end of the KMR to a connection with the CPR at Sicamous. Brian's railway was nearly complete at the time the layout was dissembled in the fall of 2015 and is now preserved at Dawson City in the Yukon Territory of Canada.

This article focuses on the Klondike Mines section of Brian's layout and the following description is largely in his own words.

History of the Prototype

Gold was discovered in quantity in the Klondike goldfields of the Yukon Territory of Canada in 1896, and when the news reached the outside world in 1898, a gold rush of 30,000 people, most of them Americans, ensued. Thomas O'Brien (who owned the local brewery) and other entrepreneurs chartered the Klondike Mines Railway in 1899 to provide transportation to and from the goldfields and, while a start on construction was delayed by politics until 1905, by 1906 thirty-one miles of track were in operation.

The KMR ran from Dawson City on the Yukon River to Sulphur Springs near the highest point in the center of the gold fields. Operation continued to 1913, by which time much of the railway's economic base had evaporated as the gold rush wound down, and dredges took over gold recovery with the automation requiring far fewer people. The railway infrastructure was, however, stored serviceable for some years and much of the KMR still exists after more than 100 years. Three of the four KMR locomotives have been preserved (and cosmetically restored) by the Dawson City Museum, and are on display in Dawson City.



Train 103, the Dawson Local, arrives in Dawson City with locomotive #1 in charge, passing under the legs of the tower, a feature of Front Street in the 40's. The tower held up the cable of a cross-river ferry so that the smoke stacks of sternwheelers were cleared. St. Paul's Church at left is another of the buildings that have survived into modern times.

Track Plan and Design

The double-deck track plan for the KMR/VW&YR was developed in collaboration with Don Mitchell, whose experience with the ergonomic problems associated with two decks proved invaluable. It was based on the supposition that the KMR hung on until 1939 serving the dredging operations, and then profited from the wartime demand for gold. The layout is set in 1949. The track plan can be viewed on the [KMR website](#).

The layout design was faithful to the Yukon and British Columbia geography within the limits imposed by selective compression. A double-deck layout poses some interesting ergonomic challenges. As is seen from the track plans, the upper-deck rail level varied in height above the floor from 62 to 67 inches, and that of the lower deck from 47 to 49 inches. This provided an average height difference of roughly 16 inches, in which the upper deck benchwork, the upper fascia, and the lower deck railway scene were accommodated.

The heights of the decks, the depth of the decks from front to back, and the eye-level of the viewer all interact. Thus, a view into the back of the bottom deck may be impeded for a standing viewer with an eye level above 60 inches, for larger deck depths. To counteract this, deck depths were narrow and kept to 9 inches or less for much of the layout. At Sulphur Springs more front-to-back space was needed, which required most operators to use a step stool.

Benchwork

Two factors led to the benchwork for the KMR being much lighter than is conventional. First, from its design, the benchwork would never need to support more than its own weight. Second, the space occupied by the structure between the upper and lower decks was to be minimized. To this end, the upper level joists were 1"x2" lumber cantilevered from and bolted to the studs of surrounding walls. The subroadbed was a thin laminate of plywood and donnacona, a wax impregnated, sound-deadening fibre board. While the benchwork design met its initial objectives of low profile and light weight admi-

rably, as can be imagined, it presented significant challenges when the KMR was extracted from its home and shipped 2000 miles north to its current home in Dawson City!

Trackwork

The KMR switches (turnouts) were all scratchbuilt to suit their location, using nickel-silver rail soldered to printed circuit board (PCB) ties. Trackage between switches was Micro Engineering flextrack with code 55 for the main line, and code 40 for secondary trackage. The light rail sizes proved quite robust during the two decades the KMR was operated. Standard wheel flanges had adequate clearance while the track's appearance was very close to that of the prototype.

To improve operation with the light HO_{n3} locomotives, switch frogs were powered through an under-the-benchwork throw-rod-actuated slide switch. Switch rails were also positively powered at the same polarity as the adjacent stock rails to eliminate short circuits from passing wheels.

Many of the switches are also fitted with lit and working switchstands actuated by the switch throw-rods. The lights were grain of rice bulbs de-rated to 1.2V to provide for very long life. This approach was an important element of the KMR's straight-forward user interface—an important requirement for a layout designed for operations which hosted hundreds of visiting operators over its life.

Lighting

The KMR layout was built before the advent of LED strip lighting. Ordinary cool white fluorescent tubes were used, in 2-, 3- and 4-foot lengths to match the curvature of the lighting valance. For nighttime lighting, incandescent blue Christmas tree lights were installed, and the structures lit with microbulbs from Cir-Kits.

It is said that the UV component of light from fluorescent tubes can cause paint colors to fade, and styrene, which was used heavily in the KMR structures, to become brittle. We did not notice such effects during the many years of the KMR's existence, perhaps since we finish models to look rather dilapidated and dusty in the first place!

Locomotives and Rolling Stock

The KMR ran with commercially available locomotives most of which were sound-equipped. Of the prototype's original four locomotives, only one model was available in brass: KMR #2, which would have been a C-18 in Colorado terms. We used #2 for light duties, such as pulling a one-car business train. Number 1, a light brass C-16, piloted local passenger train assignments. It was assumed that by 1949 the balance of the prototype's original fleet would have been worn out and heavier power added in replacement. Accordingly, brass outside-frame C-25s were added as #5 and #6 and their excellent tractive effort made them invaluable for yard switching and peddling freight from Klondike City yard to Sulphur Springs and back as wayfreights 403/404 the most popular assignment on the layout.

For the longer and steeper run of the VW&YR from Sicamous to Sulphur Springs, heavier power was needed and a brass K-27, running as VW#7, excelled in this role. Later in the life of the layout, three locomotives from Blackstone were added: two K-27s as VW&YR #'s 8 and 10, as well as a C-19 as KMR second #4.

Passenger and freight cars were built from commercial kits of Colorado prototypes and from resin castings.

Structures



The Vancouver, Westminster and Yukon Railway was one of several chartered around 1900 to run north to reap profits from the 1898 Klondike gold rush. On the model, it is in 3-foot gauge, connecting with the KMR at Sulphur Springs, and interchanging with the standard gauge Canadian Pacific Railway at Sicamous, BC. The yard in the modelled Sicamous is therefore dual gauge, and the switcher at far left has an idler car at both ends with both standard and narrow gauge couplers, and the interchange yard, where freight was moved between cars of different gauges is in the distance.



The dredge company (Yukon Consolidated Gold Corporation) built dredges at several places, including Bonanza Flats, seen here. The late Bob Eccles photographed the construction of Dredge #9 in 1939, and the model follows his photograph (and field measurements of the remains of the dredge on Sulphur Creek). Bob is commemorated by one of the figures painting the hull. The travelling crane in his photograph was discovered in storage at Bear Creek, and photographed and measured there.

All the structures on the layout were scratchbuilt from historic data and modern-day photographs (where the structure still exists). An important source of data was the drawings by Robert Mitchell, which resulted from his personal research. His generosity in making them available has been much appreciated. Most of the models were constructed from styrene together with stripwood and brass wire in various sizes as appropriate. The corrugated iron sheathing, which is and was a common feature of buildings in the Klondike, was modelled by aluminum foil run through a corrugating press. Where the prototype had lighting, this was added on the model by means of microbulbs.

Homestake Gulch trestle was the largest bridge on the KMR and crossed over not only the gulch but a flume and a siphon for supplying water to mining operations. The model was selectively compressed in both height and length. However

Dredges and Sternwheelers

Brian's love of the Yukon's turn of the century industrial machinery led him to build several beautiful models of the dredges and sternwheelers emblematic of the Yukon gold rush.

A total of 12 dredges operated in the Klondike goldfields, although not all at the same time. The model Dredge #5 is typical of a group that were all about the same intermediate size. Some of this group continued in operation into the late 1950s and early 60s, and enough of them remain to get an estimate of size and arrangement of their details. Some details of the model, notably the buckets, were cast in resin. The color scheme was taken from the much bigger Dredge #4, now restored by Parks Canada. Brian's model of Dredge #4 also resides with the KMR in the Klondike Visitor's Centre in Dawson City.

The model of a dredge being constructed at Bonanza Flats was completed following a 1939 photo by Philip Eccles, as well as other photos taken by him. Philip worked on painting dredges during their construction, and he is commemorated by one of the figures painting the barge planking. The internal structure of the dredge was copied from interior photos taken of several dredges, in particular #9 in 1990. The traveling crane was discovered in the storage yard at Bear Creek, also in 1990, and photographed and measured there. The model of the crane incorporated commercial bridge girder elements.

Used dredge buckets are to be found discarded like dinosaur teeth throughout the Klondike and likewise they were scattered liberally around the model KMR. Casting the buckets en masse certainly facilitated this.

The sternwheeler S.S. Keno was one of several sternwheel steamers operated on the Yukon River by the British Yukon Navigation Company, part of the White Pass organization. The vessel was restored and is owned by Parks Canada and is on display at Dawson City. The model was built as a waterline model without compression, by means of my own photos and data from Parks Canada. I am much indebted to Robert Van Rump and Trina Buhler for these.



Above. Dredge #5 works alongside the KMR mainline at 90 Below Discovery (90 claims of standard size downstream of the discovery claim on Bonanza Creek).



Right. The SS Keno was one of many sternwheelers that plied the Yukon River. It still exists, preserved by Parks Canada, and the model was built from their data and our field measurements. The stiff legged derrick appears in some historic photos of the dockside.

the distinctive elements were retained, especially the short story near the bottom of the structure and the flume and siphon.

Operations

The layout could comfortably accommodate 10 operators, plus a dispatcher. Train control was by Lenz plus CVP radio throttles, with train management by Timetable and Train Order. Communication with the dispatcher was by telephones mounted on the layout fascia. The timetable featured eight scheduled trains plus four extras in a 16-hour (fast clock) operating day, a traffic density which would have staggered Thomas O'Brien and the other directors of the prototype KMR.

The KMR was operated for two decades by a group of operators from the Vancouver area and it also hosted visiting operators from the NMRA/PNR, the Operations Special Interest group, the biennial Vanrail operating meeting, and many, many friends from all over North America and the world.



Homestake Gulch trestle.

Epilogue: The KMR on Public Display

In the early summer of 2015, Brian and his wife Margaret made the decision to downsize and move. The future of the beautiful KMR was bleak. Fortunately, friends from Dawson City, some involved with the museum and tourist facilities, had visited the KMR layout or seen videos of it. An offer was made to provide the Klondike Mines Railway a long term home if it could be extracted and moved there. The local Vancouver model railroading fraternity, all of whom admired the KMR, banded together to extract, ship, and install the section of the KMR from Dawson City to 90 Below Discovery to the Klondike Visitor's Center in Dawson. Today an operating KMR is seen by up to 30,000 visitors who pass through the Visitor's Center between May and October each year. But the tale of the extraction and installation of the KMR are for another day!

[The story of how the KMR was dismantled and relocated to Dawson City can be read in the 7th Division's newsletter, *Bulletin Board*, September/October 2016 issue. Mark will be speaking about the relocation of the KMR as the Saturday night after-dinner speaker at the upcoming [Supertrain 2017](#) April. 22–23 in Calgary. Also, *Model Railroad Planning 2007* had an extensive article about Brian's layout prior to its dismantling and relocation. - Ed.]

Interesting Links

KMR website, including track plan and photo tour: <http://www3.telus.net/KMR/>

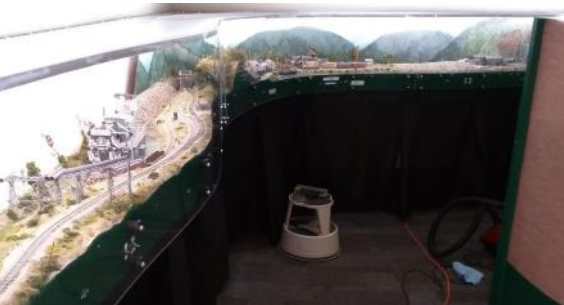
YouTube video: walking tour of the KMR: <https://youtu.be/ZVJiasLDZqY>

YouTube video: riding tour of the KMR: <https://youtu.be/r6NTJtVQRmI>

YouTube video: the KMR in Dawson City: https://youtu.be/n3TH8YEcs_s

About Brian

Brian Pate is a two-time Gold Award winner in NMRA national model contests and is interested in the history and industrial archaeology of Canada's Yukon Territory, as well as the layout design and operations sides of our hobby. Brian and his wife Margaret have lived in North Vancouver, British Columbia, Canada, for over 50 years and recently downsized to a retirement community there. Brian has a PhD in Nuclear Physics and is a retired faculty member of the University of British Columbia's Faculty of Medicine.



The Klondike Mines Railway as it appears now, on permanent exhibit for 60,000 tourists a year at the Visitor's Centre in Dawson City, Yukon. A team of model railroaders worked for nine months to extract, ship, and install the KMR at its new home so Brian's wonderful model could be saved for posterity.

Save The Date! June 7–10, 2017
2017 PNR Convention—Spokane Falls Express
Spokane, Washington

For more information, visit: http://www.pnr5d.org/index_spokanefallsexpress2017.htm

Officers' Reports

President's Report

Jack Hamilton

Prez Says,

First, allow me to wish each and all a very prosperous and hobby rich New Year. My holidays with the family were filled with enjoyment and Santa was pretty good to me. I have several new projects to work on.

Now is the time of year when most of us are inside and able to dedicate a bit more time to our individual hobby efforts. It is also the time of year marked by numerous public train shows or events. These are opportunities to introduce, inform, and educate the public (actually individuals) about our hobby and the values it brings to a person's life. In addition to skill development and the new knowledge gained from model railroading, the hobby brings the relaxation essential to health. Through our hobby, we gain the opportunity to reconnect with other adults, a loss of which is commonly suffered in retirement. The hobby also provides the reason and discipline for an active and ordered mind. So, in addition the plain old fun of "playing with trains" as each of us may see fit, model railroading also provides us the reason and path to live longer, fuller lives.

I am going to push again for increasing the levels of activity in our Divisions as a means of providing greater benefit to all our members and improving our overall retention. The most recent NMRA membership numbers show us falling below 18,000, not a trend we should accept. That same report indicated we had recruited about 475 Rail Pass members but lost an equal number of members across the year. I would reflect that we are doing relatively well in recruiting but not performing in keeping those we bring into the fold. I know some of the older members are happy with how we do things now but we must all realize that, unless we make essential changes to bring and keep new individuals into the hobby and NMRA, both will slowly wither and die.

I recently spent three days of MLK weekend at the Fourth Division Pacific Science Center Show in Seattle. I worked the "Ask Me About Model Railroading" booth and had a great time. The interaction with interested parents was heavy and most of the effort was directed toward discussing how to get their kids and family into the hobby. We saved the NMRA pitch for those who actually indicated they were already trying or intended to get started and then all we did was offer assistance for their efforts and a way to not make the same mistakes we already have made. The offering was directed to "How can we help you?" rather than the classical "Join NMRA now and get all these great benefits". My impression is that we were more credible and had a very good response from those we talked to. Will it result in new members? Only time will tell.

This past weekend, I traveled the obligatory 90 miles to go to the "World's Greatest Hobby" show in the Seattle area. The show was just great and having the manufacturers on hand to talk to the attendees was a great plus. There were a number of great module groups present, which is a major plus for recruiting (and retention). While the members of the Fourth Division-sponsored module groups interacted well with the public as educators and recruiters, the lack of a formal "Ask Me" booth was unfortunate. We missed a great opportunity to directly interface with potential modelers, to assist those trying to make purchase decisions, and to encourage those already in the hobby to consider NMRA. Yes, I know it is a challenge to find members to support booths at shows but we all need to realize the future of the hobby is based on what efforts we put forth today.

This summer, June 7-10, the Region membership will gather in Spokane for our annual convention and meeting of the members. The Fifth Division is working hard to make it a pleasant and enjoyable experience and I highly recommend your attendance and participation. The conventions provide an opportunity to learn new skills and gain new knowledge, visit places you would not normally be able to, visit with old friends and make some new ones, and generally have a great time. The Banquet Speaker is NMRA President Charlie Getz and I expect Charlie will be present and available for discussions earlier in the convention period. Please go to our PNR website, link to the convention site and register now.

For the good of the hobby,
Jack

Vice-President's Report

Shirley Sample

I would like to thank everyone for their thoughts and prayers for Bob while he was ill and for the cards and letters sent to me after he passed away on January 10th. He will be missed by all his family and friends.

Plans are well underway for the June PNR Convention in Spokane. There will be a lot to see and do—clinics, layout tours, prototype tours, and more. If any of the ladies would be willing to help with the Ladies program, please let me know. We have some things planned but would like to offer more. We do have a Ladies clinic room set aside for the convention and would like to have lots of activities for the ladies. If you have any thoughts or ideas of things to do, I'd like to hear from you, too.

If anyone has any questions of me, feel free to contact me via email—shirley@busnws.com or my cell phone 509-991-2317. If I don't answer, please leave a message as my cell phone doesn't always work at home.

Looking forward to seeing everyone in June at the Convention.

2016 Treasurer's Report

Dave Liesse

No report this quarter.

Office Manager's Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of December 2015 through December 2016. Figure 1 shows the five-year membership trend, 2012 through 2016.

As you can see in Table 1, our membership was at 1642 at the end of December 2015 and at 1580 at the end of December 2016. During the year, we went up to 1663 (March) and then started a downward trend to the 1580 mark. Some of the loss of members is due to deaths (Table 5) and some from moving to a different region, but the majority of the losses come from non-renewal of membership. Rail Pass members, if they don't have a chance to meet other members in their local areas, are likely to not renew because they've had no contact with or from the Division. Some of our "older" members have problems with driving (especially at night) and may just need someone to offer them a ride to keep up their interest in the hobby and their membership. We need to look at ourselves and ask what we're doing to help keep the members involved and not leave it to the division superintendents and/or membership committee members. Remember ... membership retention is the job of every member!

Much of this report (Table 1 through Table 4) centers on the relationship when they come on board as a new member and the time they go on the 30-60-day Past Due Reports. You can see by looking at the tables how your division is performing.

One way we might be able to head off some of the members that get on the 30-day and 60-day Past Due reports would be to look at the Expiration Date (Column B) on the Quarterly Report received by the Superintendents and Membership people in the division. Seeing when the member's membership is due to expire and proactively alerting him or her to be watching for the membership renewal notice from NMRA may help keep them off the 30-day and 60-day Past Due reports. The renewal notice is usually sent from NMRA about 60 days prior to the expiration date.

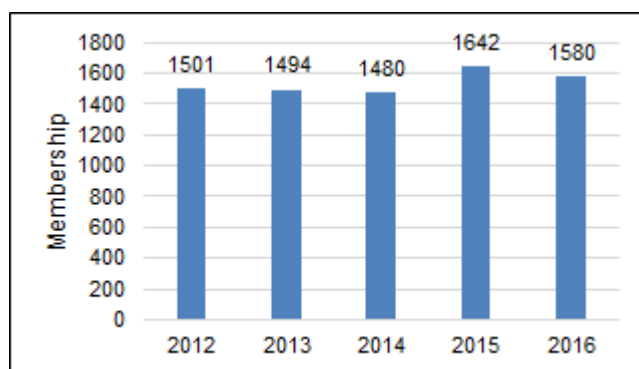


Fig. 1. Total PNR membership (all categories)—2012–2016.

Table 1. Membership showing Rail Pass (RP) portion by Division

Div	Dec 15		Jan 16		Feb 16		Mar 16		Apr 16		May 16		Jun 16		Jul 16		Aug 16		Sep 16		Oct 16		Nov 16		Dec 16		Net +/- Over year
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	
1	106	12	105	12	107	11	107	10	107	8	104	5	103	5	106	6	107	6	106	5	106	2	107	3	109	1	3
2	249	71	242	64	239	58	230	55	199	22	168	1	166	1	163	2	163	2	163	2	164	2	157	2	155	2	-94
3	83	2	83	1	83	0	82	0	86	4	85	4	77	4	74	3	69	2	71	2	74	6	71	4	69	4	-14
4	542	24	539	25	544	22	537	22	544	23	543	15	542	16	531	15	528	14	522	13	526	9	520	8	520	5	-22
5	196	6	200	5	202	6	207	9	202	6	206	6	205	5	203	5	206	5	204	5	201	4	198	1	197	1	1
6	179	3	181	3	197	3	202	6	203	7	201	9	201	9	199	10	202	8	203	10	207	9	203	8	198	5	19
7	287	5	290	4	293	3	293	5	321	3	328	7	327	7	331	9	328	8	330	7	329	6	337	12	332	10	45
Tot	1642	123	1640	114	1665	103	1663	107	1662	73	1635	47	1621	47	1609	49	1603	45	1599	44	1607	38	1593	38	1580	28	-62

Table 2. New members showing Rail Pass portion by Division

Div	Dec 15		Jan 16		Feb 16		Mar 16		Apr 16		May 16		Jun 16		Jul 16		Aug 16		Sep 16		Oct 16		Nov 16		Dec 16	
	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP
1	4	2	2	1	4	2	1	0	2	0	1	1	0	0	3	2	2	0	1	0	0	0	1	1	0	0
2	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	0	4	4	0	0	0	0
4	2	1	3	1	4	2	6	4	8	7	3	1	4	1	0	0	2	0	2	2	3	0	2	1	2	0
5	2	0	4	0	3	1	6	3	1	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0
6	3	1	1	0	7	0	5	3	3	2	3	2	0	0	2	2	3	0	2	0	2	1	2	0	0	0
7	2	0	1	0	3	0	6	2	15	0	9	4	2	1	5	2	0	0	1	0	4	0	12	7	3	1
Tot	13	4	12	2	22	5	24	12	34	13	18	8	8	2	10	6	8	1	7	2	13	5	18	9	5	1

Table 3. Members 30-days Past Due showing Rail Pass portion by Division

Div	Dec 15		Jan 16		Feb 16		Mar 16		Apr 16		May 16		Jun 16		Jul 16		Aug 16		Sep 16		Oct 16		Nov 16		Dec 16	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	2	1	1	1	3	3	0	0	1	1	3	2	2	0	1	0	3	0	2	1	1	1	0	0	1	0
2	2	1	7	2	5	0	11	2	33	30	29	21	4	0	2	0	4	0	4	0	1	0	7	0	2	0
3	5	4	0	0	0	0	1	0	1	0	2	0	8	0	2	0	3	0	0	0	1	0	4	2	1	0
4	7	0	11	0	7	3	18	2	9	2	11	6	12	1	16	0	8	1	15	0	9	1	10	2	9	3
5	10	2	2	1	3	0	1	0	5	2	1	0	2	1	3	0	1	0	3	0	5	1	4	3	3	0
6	0	0	0	0	2	0	0	0	1	0	7	0	2	0	4	1	2	0	2	0	1	1	7	1	6	3
7	8	1	3	0	4	0	6	0	1	0	6	0	3	1	2	0	2	0	0	0	5	0	7	0	11	3
Tot	34	9	24	4	24	6	37	4	51	35	59	9	33	3	30	1	23	1	26	1	23	4	39	8	33	9

Table 4. Members 60-days Past Due showing Rail Pass portion by Division

Div	Dec 15		Jan 16		Feb 16		Mar 16		Apr 16		May 16		Jun 16		Jul 16		Aug 16		Sep 16		Oct 16		Nov 16		Dec 16	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	2	0	2	1	1	1	2	2	0	0	1	1	3	2	1	0	0	0	2	0	1	0	1	1	0	0
2	6	0	2	1	7	2	3	0	10	2	32	29	29	21	4	0	2	0	3	0	4	0	1	0	7	0
3	1	0	5	4	0	0	0	0	0	0	1	0	2	0	8	0	2	0	3	0	0	0	1	0	4	2
4	8	1	6	0	9	0	7	3	11	2	6	2	10	6	8	1	14	0	6	1	10	0	8	1	9	2
5	0	0	10	2	2	1	4	0	1	0	5	2	1	0	2	1	3	0	0	0	1	0	5	1	3	2
6	3	0	0	0	0	0	1	0	0	0	1	0	5	0	2	0	4	1	2	0	1	0	1	1	7	1
7	12	0	6	1	3	0	2	0	3	0	0	0	6	0	3	1	1	0	2	0	0	0	4	0	6	0
Tot	32	1	31	9	22	4	19	5	25	4	46	34	56	29	28	3	26	1	18	1	17	0	21	4	36	7

Table 5. Deceased Members by Month, December 2015–December 2016

December 2015	Div 7	Harvey Davidson	Victoria, BC	Life Member
		Hugh J. Mackenzie	Inverness, BC	Life Member
January 2016	None			
February 2016	Div 6	Les Donyluk	Red Deer, AB	
March 2016	Div 1	Gerald A. White, Sr.	Myrtle Creek, OR	Life Member
	Div 4	E. R. Reid, Jr.	Blaine, WA	
April 2016	Div 4	Ross Tabor	Federal Way, WA	
	Div 5	Wilmer B. Seaver	Grangeville, ID	Life Member, Past President PNR
May 2016	Div 2	James H. Whaley	Portland, OR	Life Member, Past President PNR
	Div 4	Paul R. Neumann	Bremerton, WA	
June 2016	Div 4	Dan Reilly	Bremerton, WA	
	Div 5	Gerald Bailey	Spokane, WA	
	Div 7	Glen D. Avery	New Westminster, BC	

Table 5. (continued)

July 2016	None			
August 2016	Div 2	Mike Brown	Columbia City, OR	Life Member
	Div 7	Garry M. Grant	Prince George, BC	
September 2016	Div 1	Dirk Kruysman	Roseburg, OR	Past Treasurer PNR
October 2016	None			
November 2016	None			
December 2016	Div 3	Paul Remaley	Twin Falls, ID	Life Member

Achievement Program Report

Jack Hamilton, MMR

Frank Koch continues to review and update the various SOQ for the program. One good announcement is that the Record and Validation Form (separate from the similar sheet in the SOQ is no longer required except to document materials for Author. This is not a big change for us in PNR because we have generally discontinued use of the R&V form when the appropriate information has been provided in the SOQ.

Questions about evaluation scores continue to address points awarded to ready-to-run cars that have minor super detailing (adding a load, simple weathering, etc.) For AP Cars those models might be included as the “additional” cars required with super detailing but it is always a question how they might be able to earn a Merit Award with little or no original work. Considering that 40 points are available for construction and 15 points for scratch building, neither of which would be available for a RTR car (not talking about kit bashed cars here) it would appear that a maximum of 70 points could be earned and even that is most unlikely. Please remember that the AP is evaluation superior skill and craftsmanship, not the ability to find great models on line or at a swap meet. We have not had this problem in PNR and certainly hope we will not in the future.

Paul Richardson, MMR, the NMRA AP Chairman, published the results of AP accomplishments for the period May through November 2016. PNR continues to lead the pack with 33 Golden Spikes, 33 AP Certificates and one MMR for that period. Well done to all the participants and to the Division AP Managers and Evaluators. You are going a great job of making the system work as it was intended.

Special Notice is due Dale Sproule who has earned Master Model Railroader status and been recognized as MMR #583. Dale earned his recognition by completing the requirements for Structures, Author, Dispatcher, Cars, Volunteer, Scenery, and Prototype. Dale will receive his MMR Plaque at the PNR Convention in June. Congratulations and Well Done, MMR Dale Sproule.

Since the last report, we have had a number of earned awards.

Larry Sloan earned a Golden Spike and Merit Awards for Scenery and Structures

Pete Vasler earned a Golden Spike

David Yadock earned Merit Awards for Scenery and Civil

Rene Gourley earned a Merit Award for Structures

Hugh Clarke earned a Merit Award for Structures

Kurt Laidlaw earned a Golden Spike

The following members have earned Achievement Program Certificates as noted:

Dale Sproule—Model Railroad Author

Scott Calvert—Model Railroad Author

David Yadock—Model Builder – Scenery; Model Railroad Engineer – Civil; Model Railroad Author

Joe Green—Model Railroad Engineer – Electrical

Doug Auburg—Chief Dispatcher

Naomi Petersen—Model Railroad Author

Congratulations to all. Well Done!

For those members not currently active in the AP, please reconsider participating in this primary benefit of membership and get engaged. Try it. You may just find that you'll enjoy the program. While the Division AP Managers will continue to seek out potential participants, it works much better if any interested members simply contact their Division AP Manager to get the process started.

Division Reports

Editor's Note: President Jack Hamilton asked the Division superintendents to include in their reports what their Divisions are doing to impact retention and recruiting within their Division—to share ideas and especially identify those efforts that are actually working.

1st Division

Rich Pitter, Superintendent

Retention and Recruitment in First Division

Retention

First Division recently developed a systematic method to contact new members. For the past year, First Division has sent each new member, by email if available or else by U.S. Postal Service, an introductory letter describing NMRA benefits to members, including the Achievement Program.

Somewhat more recently, the Superintendent has contacted members whose dues are 30 or 90 days overdue. One person renewed, and stated that NMRA never sent a renewal form. Others did not respond or renew.

Several retention ideas were discussed by Directors at the September 2016 Board Meeting in Bend. The major focus was on making our mini-meets more attractive to attend. Members will be invited to bring tables and sell models to other members, and members are also encouraged to bring models for display, either for Merit Award evaluation, entry in the People's Choice Model Contest, or for display only. To encourage voting in the model contest, door prize tickets are obtained by being a member and voting for contest models.

Recruitment

First Division recently began to recruit new members at train shows in our Division. Beginning in 2016, First Division has manned a table at large model train shows in Eugene and Medford. The Division provided copies of *NMRA Magazine*, NMRA brochures, and application forms, including Rail Pass applications, to interested show attendees. The Division also purchased a banner/sign and is building a support frame to make the sign more visible at shows.

At Eugene in April 2016, one member set up a video loop of an NMRA video that presented benefits of NMRA. The member also provided an auto-reversing O-scale trolley car to attract attention.

At Medford in November 2016, one member attracted youngsters with the opportunity to build a train using glue sticks and construction paper shapes. Other members worked on modeling projects (scratchbuilding trees, painting figurines, etc.), which worked well, prompting people to stop and engage in conversation.

Our efforts and expenses resulted in no new memberships at either show in 2016.

Our only successful recruitment strategy, in terms of new members, has been word of mouth. The Division grew by a net of eight members over the past year, and I understand that each new member was invited to join by a current member. This method is dependent on members reaching out to model railroading friends.

We had a few people register at our two mini-meets, but they were ready to enroll when they arrived, as a result of their conversations with existing First Division members.

The club in Roseburg (Umpqua Model Railroad Club) elected to become a 100% NMRA club to obtain insurance.

The South Coast Model Railroad Club in Coos Bay is active, hosting two shows locally each year. Although they are not a 100% NMRA club, NMRA members in the club have recruited a majority of the club members to join NMRA over the past two years.

Two members of the Eastern Cascades Model Railroad Club, which is located in Bend, joined NMRA last fall, prior to our mini-meet in Bend.

2nd Division

Charlie Comstock, Superintendent

The PNR Second Division is hosting a meet in February.

What: 2017 Second Division PNR Winter Meet

Where: Court Street Christian Church, 1699 Court Street, Salem, OR 97301

When: February 18th, 2017, 9 AM–1 PM (layout tours following)

There will be two clinics in the morning:

Joe Fugate will speak on the life and times of his soon-to-be-dismantled Siskiyou Lines layout.

Dunstan Fandell will demo 3D printing.

A number of layouts will be available for touring in the afternoon.

Updates will be at: <http://2dpnr.org/html/events.html>

The Second Division is also continuing work on the 2018 PNR Regional Convention to be held in Portland.

3rd Division

Tom Waters, Superintendent

Here in the Treasure Valley of Idaho the winter has been very different from past years and I'm sure the same is true across the entire PNR. The snow and ice has kept most of us from visiting our friends because parking is full of snow and ice. The 3rd Division even had to cancel the monthly business meeting in January.

We did manage to participate in a free train show at the downtown library in Boise with our HO scale John Allen "Time Saver." I'm never sure who enjoys it more, the kids or their parents.

Here's a novel idea. One of our local members attaches our business card to his used copies of the NMRA magazine prior to leaving them at the doctor's office.

After three years, it was time to elect a new Superintendent. Despite concerted effort, no one has offered to fill the job. So, until something changes, I will continue to serve.

A number of us from the 3rd Division are planning to attend the Regional Convention in Spokane. I am looking forward to visiting with you.

And don't forget, the latest edition of our newsletter, *The Purple Sage Limited*, is available on our web page: <http://pnr.nmra.org/3div/>

4th Division

Russ Segner, Superintendent

Report not available this quarter. You can visit the 4th Division's website at <http://4dpnr.com/> for information such as announcements, upcoming events, local clubs, and the *Grabiron* newsletter.

5th Division

Gary Thurow, Superintendent

It is with a sad heart that I start the quarterly report with the news of the passing of Bob Sample. Bob passed away on January 10, 2017, after years of medical problems. Bob was one of the first persons I met when I moved to the Spokane area. I considered him to be a friend and mentor. Bob was a lifetime member of the NMRA and a charter member of the River City Model RR Club. Should you wish to send cards of condolence to the family, you can mail them to Shirley Sample at P.O. Box 314, Elk, WA 99009.

Activity has again been slow within the 5th Division. This past quarter no events were held at which the Division could set up its recruiting booth.

The 2017 PNR Convention Committee has been busy putting some of the finishing touches on the convention schedule and programming. We have a new member of the committee, Mr. Tim Bristow. He will be taking over as Clinic Chair, replacing Mr. Alan Ashton. Al will still be a member at large, but due to other PNR duties he will not have a day-to-day presence on the committee. We have received some 50+ registrations so far. This number is below what was expected at this point in time. Plenty of single and double rooms are still available at The Red Lion Hotel at the Park. If you have not registered for the convention or made room reservation, please go the convention website. There you will find registration forms for the convention, both on-line and printable. You will also be able to click on the link to make hotel reservations.

In the coming months, the Division will have several events that you may wish to at-



tend. They are:

March 4th and 5th: Open House at the River City Model RR Club; 1130 East Sprague Ave.; Spokane WA. Saturdays hours are 4–8 PM, and Sunday hours are 12–4 PM.

March 5th: The Spokane Train Show and Meet. The event will be held at the Spokane County Fair and Expo Center; Buildings A, B, and C. Show hours are 9:30 AM–4:30 PM. Admission is \$6. for adults and children 12 and under are admitted free.

March 26th: The 6th annual Lewis-Clark Train Club and Collectables Swap Meet. The event will be held at the Nez Perce County Fairgrounds, 1229 Burell Ave., Lewiston, ID. Show hours are 9:30 AM–4:00 PM. Admission is \$5 for adults and children 12 and under are admitted free.

April 8th: The Annual 5th Division Business Meeting. The meeting will be held at the Cascade Mobile Home Community, 2311 West 16th Ave, Spokane, WA. Time of meeting will be 8:00 AM–1:30 PM. A registration fee of \$10 will be charged at the door to cover the cost of a luncheon.

6th Division

Ed Molenkamp, Superintendent

Hello Everyone! I hope you have managed to stay warm this winter. Spring is around the corner along with all of the Meets and events that come with it. The planning of the 6th Division Spring Meet in Red Deer is well under way. I am looking forward to getting out into the Division to see everyone again. Hopefully, I will see many of you in Spokane at the Regional Meet in June. Congratulations to our newest MMR, Dale Sproule. A job well done!

7th Division

John Martin, Superintendent

A very active committee is working to finalize details for the 7th Division's 2nd annual Railway Modeler's Meet on May 5–7 in Greater Vancouver. We're moving to the Simon Fraser University campus where inexpensive dorm rooms will be available, in addition to standard hotel type accommodation and, of course, modern meeting rooms and facilities. Visit us at <http://railwaymodellermeeetofbc.ca/> for details.

In contrast to the high level of interest in the Modeler's Meet is the ever shrinking group that organizes and presents VTEX—the Vancouver Train Expo—in November each year. It has been in existence for over 30 years. The past two shows in a larger venue have yielded increased public attendance but the number of individuals willing to expend the year-round effort to manage the event has dwindled. The show is very much in danger of cancellation despite recruitment efforts.

PNR President Jack Hamilton has requested an update on local area activities designed to interest and retain members. We've begun telephoning and e-mailing new members to try to get to know and involve them. One of our Area Coordinators has reached out to his constituents and arranged a few gatherings—thanks Russ Watson. The current Superintendent needs to get working on this issue with his other coordinators!

Have you changed your address or other membership information?

Notify NMRA Headquarters

email: nmrahq@aol.com

Phone: 423-892-2846 (8 a.m.–4 p.m. ET)

Mail: P.O. Box 1328, Soddy Daisy TN 37384-1328

Timetable

To add your events or activities to the Switchlist Timetable, PNR web page, and PNR Train Orders, contact the Timetable Editor, Mark Johnson at timetable@pnr.nmra.org

2017

Feb 18 (Sat), Anchorage, AK

Military Society of Model Railroad Engineers monthly Open House, 10 AM–5 PM at the club's location on Joint Base Elmendorf-Richardson. Layouts in HO, HOn3, N, and O. Admission is Free. Contact Randy "Bj" Bjorgan, bjorgan@alaska.net, 907-952-4353 for directions and access from off post.

Feb 24–Mar 5, Anchorage, AK

The Military Society of Model Railroad Engineers will have three sectional layouts set up during the annual Fur Rendezvous winter festival in Anchorage. The layouts—in HO, HOn3 and N scales—will be on display in the Alaska Railroad Passenger Terminal 9 AM–6 PM most days, longer on some days to accommodate arriving and departing ARR passengers. Admission is free to all. Contact: Randy "Bj" Bjorgan, bjorgan@alaska.net, 907-952-4353.

Feb 25–26, Saskatoon, SK

All Aboard 2017, Western Development Museum 2610 Lorne Ave. Saturday 9–5:00, Sunday 9–4:30. Layouts, Vendors, and Consignment Tables. Info: www.prairierailworkshop.com, allaboardtrainshow@gmail.com

Feb 25–26, Monroe, WA

United NorthWest Model RR Club's 26th Annual Model Train Show and Marketplace, Evergreen State Fairgrounds. Saturday 10–5, Sunday 10–4. Layouts, vendors, clinics & entertainment. Benefitting Snohomish County 4-H Foundation. Info: www.unwclub.org/unwshow.html email: tables4unw.trainshow@gmail.com

Mar 3–4, Calgary, AB

Railroad Prototype Modelers Meet, St. Andrews Presbyterian Church, 703 Heritage Drive SW. Friday 7–9 PM. Hands-on Decoder Installation Clinic, pre-registration required, \$15. Saturday 9 AM–4 PM. Show-and-Tell to share modelling ideas, four clinics, draw prize tickets for displaying your models. For further information, updates, and Friday Clinic pre-registration, please contact: Dave Audley, 403-275-1869 daudley@telusplanet.net

Mar 4 (Sat), Elsie, OR

The 13th Annual Pacific Model Loggers' Congress—takes place at the Camp 18 Restaurant and Logging Museum, 42362 Highway 26, Elsie, Oregon. Info: www.pacificmodelloggerscongress.com

Mar 4–5, Spokane, WA

River City Modelers, 1130 E. Sprague Ave., Spokane, WA 99202 will have their HO Scale "River City Western" layout open on Saturday March 4th 4–8 PM; and Sunday, March 5th Noon–4 PM. Stop by to see the progress that has been made. More scenery, buildings, and details are being added every week. For information check out the River City Modelers website www.rivercitymodelers.org, call 509-535-3462 or email RCMinfonow@gmail.com.

Mar 5 (Sun), Spokane, WA

The Spring Spokane Train show sponsored by the River City Modelers will be held on Sunday, March 5th at the Spokane Fair & Expo Center, Bldg. A, B and C. Show hours are 9:30 AM–3:30 PM, admission \$6 for adults, 12 and under free. Close to 200 tables of all things railroad related for sale—model and toy trains, photos, books, toy autos and trucks, bridges and buildings. Train memorabilia—old lanterns, signs, china, linen, switch locks and keys and much more. There will be operating train layouts in N, HO, S, O and G Scales along with a very large Free-Mo setup. Operation Lifesaver will be there too. Free parking, food available. For table rental or general information, please contact: Shirley Sample, P.O. Box 3065, Spokane, WA 99220; call 509-991-2317 or email: Shirley@busnws.com.

Mar 5 (Sun), Calgary, AB

CMRS Spring Mini Meet. Glenmore Inn, 2720 Glenmore Trail SE (corner of Glenmore Trail and Ogden Road, SE). 11 AM (following CMT Flea Market). Several clinics, along with Show-and-Tell. www.calgarymodelrailway.ca/mini-meets.html

Mar 5 (Sun), Calgary, AB

CMT Annual Flea Market. Glenmore Inn, 2720 Glenmore Trail SE (corner of Glenmore Trail and Ogden Road, SE). 8:30–10:30 (Followed by CMRS Spring mini-meet). Time to start putting aside those items you no longer need so that you can buy more stuff that you do need! Tables are \$20 each; half tables can be booked for \$10. To book a table, contact Brookes Harrow at bharrow@nucleus.com or 403-201-4937.

Mar 18 (Sat), Portland, OR

Mount Hood Model Engineers Run Your Train Day Open House, 5500 SE Belmont St. basement level; Noon–4 PM. Have trouble keeping trains on track, older trains that have not run for awhile, new trains for Christmas? If you can say yes to any of these questions, bring your HO trains to our layout and a team of expert model railroad engineers will give them a thorough checkout and let you run on our highly detailed layout. We are DC and DCC compatible. Info: Chuck Maggio 503-753-0108; www.mthoodmodelengineers.org mhmeng@aol.com

Mar 18 (Sat), Anchorage, AK

Military Society of Model Railroad Engineers monthly Open House, 10 AM–5 PM at the club's location on Joint Base Elmendorf-Richardson. Layouts in HO, HOn3, N, and O. Admission is Free. Contact Randy "Bj" Bjorgan, bjorgan@alaska.net, 907-952-4353 for directions and access from off post.

Mar 18–19, Lethbridge, AB

Southern Alberta Model Railway Club Open House at the expanded club building in Gyro Park, 15th Street and 10th Avenue A South. 10:00 AM–4:30 PM both days. Info: www3.telus.net/samrc/ or Bill Smienk 403 328-4244 Lethbridge bsmienk@telus.net

Mar 19 (Sun), Burnaby, BC

Western Rails 2017. Displays and models of all kinds—Operating model layouts, collectables, photos, time tables, keys, locks, lanterns, buttons, china, telegraph equipment and much, much more. Cameron Recreation Complex, 9523 Cameron St. (behind Lougheed Town Centre) 9 AM–4 PM. Admittance: (cash only): Senior (60+) and Youth (6-15) \$3 Adult (16-59) \$6 Child (under 6) Free Family \$15 (Maximum 2 Adults, 3 Youth) Info: westernrails@wcra.org 604-484-2791.

Mar 25 (Sat), Portland, OR

The Willamette Model Railroad Club will be holding its annual swap meet Saturday at the W.D. Jackson Armory, 6255 NE Cornfoot Rd. Portland, OR 97218. The hours will be 9:30 AM–3 PM. Over 110 tables of model railroad equipment in all scales, railroad memorabilia, books, photos and more. Admission: Adults \$5, Children under 12 free. Info: Brigg Franklin at 360-241-5908. wmrswap-meet@yahoo.com

Mar 25–26, Moose Jaw, SK

Model Train Show. Sponsored by the Thunder Creek Model Railroad Club. Western Development Museum, 50 Diefenbaker Drive. The museum is open 9 AM–5 PM. Admission is \$10 for adults which then provides full access to the show and all museum exhibits. There is no charge for show participants or vendors who may rent tables for a small fee. Info: www.tcmrc.org

Mar 26 (Sun), Lewiston, ID

6th Annual Lewis-Clark Train Club and Collectables Swap Meet, 9:30 AM–4:00 PM. Nez Perce County Fairgrounds, 1229 Burell Ave. Admission \$5 and children under 12 free with an adult. There will be vendors from around the Northwest with displays, railroad collectables and layouts. Operation Lifesaver will have the train simulator trailer on display for viewing. Info: Dan Wise, wrails@cablone.net, 208-816-0845 (cell) or Mike McGee, 208-816-6072; www.lewis-clarktrainclub.com

Apr 1 (Sat), Edmonton, AB

MMRF Spring Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. 9 AM–Noon. Admission \$3. Info: Ric Francoeur, Ph. 780-458-1032 www.mmrf.ab.ca

Apr 1-2, Prince Albert, SK

Prince Albert Model Train & Hobby Show at the Prince Albert Golf & Curling Club. info: riverxingnorth.webs.com/

Apr 2 (Sun), Nanaimo, BC

33rd Annual Vancouver Island Spring Model Railroad Show. Beban Park Rec Center, 2300 Bowen Rd. Open 10 AM–4 PM. Operating model railroad layouts, vendors, swap tables. popular vote contest. Info: Ken Rutherford (250) 724-4698 email kj.rutherford@shaw.ca

Apr 15 (Sat), Anchorage, AK

Military Society of Model Railroad Engineers monthly Open House, 10 AM–5 PM at the club's location on Joint Base Elmendorf-Richardson. Layouts in HO, HO_{n3}, N, and O. Admission is Free. Contact Randy "Bj" Bjorgan, bjorgan@alaska.net, 907-952-4353 for directions and access from off post.

Apr 22–23, Calgary, AB

SUPERTRAIN 2017 Canada's Biggest and Best Annual Model Train Show; 9 AM–5 PM. both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. FREE PARKING at Genesis Centre and McKnight-Westwinds C-Train Station with free shuttle. Adult - \$15, under 16 - free. Over 70,000 sq. ft. of operating layouts, exhibits and displays, railroad artists, hobby shops, model manufacturers, demonstrations, clinics, museums and railroad historical associations, Lego and Thomas Play Area, garden railways, ride-on trains, and much more. Info:- www.supertrain.ca or email to info@supertrain.ca

May 5–7, Burnaby, BC

Railway Modelers Meet of British Columbia (RMMBC) at Simon Fraser University. The emphasis is primarily on "modelling," as the name implies, with many interesting clinics, layout tours, and operating sessions. Full information and registration is at: railwaymodelersmeetofbc.ca/

May 6–7, Regina, SK

Regina Railfest, the largest model railroad show ever held in Regina. At the Tartan Curling Club, it will have 20,000 square feet of layouts, displays, exhibits and vendors. Info: Tyler Smith, smithtyler@sasktel.net or 306-351-2040

May 19–21, Red Deer, AB

C&E Express - 6th Division Annual Meet at the Black Knight Inn Info: www.calgaryedmontonexpress2017.ca

May 28 (Sun), Victoria, BC

Victoria Model Railway Show, West Shore Curling Rink at Juan de Fuca Recreation Centre, 1767 Island Highway, Colwood, BC, 10 AM–4 PM, Adults \$7, Youth (11–16) \$3, Family \$14, Children (8 and under) free with an adult. Operating model railroad layouts, vendors, swap tables. . Info: Ted Alexis (250) 595-4070

Jun 7–10, Spokane, WA

SPOKANE FALLS EXPRESS 2017—NMRA, Pacific Northwest Region Convention. Hotel information is now posted; phone reservations are now being accepted at 1-800-RED-LION; use "Spokane Falls Express" as the Group Code. Info: www.pnr5d.org/index_spokanefallsexpress2017.htm

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The NMRA eBulletin comes out every other month**

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