



# The Switchlist

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

August 2019

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			Accumulated 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  
 Time: 7:15 AM Throttle: 0  
 Driver: Drew Maduro  
 No. of Cars: 7-027  
 UP 2701 Cabin: 199044

at: Reserve  
 Next Yard: St. Rose, LA  
 Origin: Reserve, LA  
 Destination: St. Rose, LA

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

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

CAR	Initials	No.	Contents	Destination	Consignee	Tonnage
1			Williams Bros			
2		68820	70	70		
3		68262	72	72		
4		68758	72	72		
5			55	72		
6				55		

Unloaded at 36:00 hrs  
 Temp 70  
 Fuel OK  
 Tools OK

Lewis 3.51

### In This Issue

- PNR News and Announcements:
  - ◆ Kootenay Express 2019 — Report
  - ◆ In Memorium
  - ◆ Listing of New PNR Members
  - ◆ Cranbrook Convention and Awards Presented in 2019
- Features:
  - ◆ Article: BN&O Superintendent Charged with Manslaughter
- Officer, Staff, and Division Reports
- PNR Interchange
- Timetable

N.P. 1004  
 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

### Editor:

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406.589.6256

Email: [switchlist@pnr.nmra.org](mailto:switchlist@pnr.nmra.org).

*The Switchlist* is the official publication of the Pacific Northwest Region, National Model Railroad Association and is published quarterly in February, May, August, and November.

### SUBSCRIPTIONS

*The Switchlist* is available free of charge online at the PNR website, [pnr.nmra.org](http://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](mailto: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](mailto: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](http://pnr.nmra.org).

### ADVERTISING

Non-commercial classified advertising will be accepted from PNR members at no charge as a member service. Email submissions to the Editor. Hobby stores that support model railroading may also include an advertisement. See the section titled "PNR Interchange" for more details.

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# Managing Priorities

I had a super great time at the PNR convention in Cranbrook and the national convention in Salt Lake City. But then, other priorities quickly took over my life. I'm putting the final touches on this edition of *The Switchlist* from Asheville, North Carolina, where my daughter, Emily, lives. She just bought her first house and, although it's in really good condition, there are still "a few" things that needed attention, as with all homes.

So, Margaret and I pulled a small U-Haul trailer with some of Emily's things and my toolbox the 2000 miles from Bozeman to Asheville. We made it without incident! I've now been camped out for over two weeks in an empty bedroom spending long hot, humid summer days caulking and painting, replacing light fixtures, installing a microwave oven and ductwork, etc. So, needless to say, my model railroading activities have been deferred. But I'm still so grateful to be able to help her. You'll want to read President Kurt's more-or-less similar set of "adventures" or priorities in his report on p.16. Does this ever happen to you?

A few personnel changes need to be announced. **Aaron Gibbens** replaces Dave Liesse as our new Treasurer and **Christopher Jones** has stepped in to replace John DeSteele as Contest Chair. Dave and John: We all really appreciate your many years of service to the Region!

Also, at the NMRA Board of Directors meeting in Salt Lake City, our immediate past president, Jack Hamilton, officially took the reins as At-Large Worldwide Director. Jack will continue on as the PNR Achievement Program Committee Chair, and PNR's *Train Orders* email "Dispatcher." Congratulations, Jack, and thanks so much for your continuing exemplary volunteer service to the NMRA and PNR!

Inside this edition of *The Switchlist*, you'll find a brief summary of the [Kootenay Express 2019](#) convention, held in Cranbrook, BC. The Contest results are listed and we've included pics of many beautiful models, photos, and craftwork. The Contest Room also displayed other great models submitted for merit evaluation as part of the Achievement Program.

Please review the list of deceased PNR members on p.9 and take a moment to remember those folks and their families in your thoughts and prayers. Immediately following this section is our quarterly list of new PNR members. A hearty welcome to you all! Veteran members: Please reach out to these folks and begin including them in your local activities, whether it's at a division, club, home layout, or model railroad show event.

At the Kootenay Express banquet, President Kurt Laidlaw presented the 2019 PNR President's Award and the 2019 NMRA President's Award for Service to the Division. Two other PNR members were also honored at the national convention. See Kurt's article on pp 11-12.

The "Features" section of the newsletter includes a dramatic story by our vice president, Bob Parrish, MMR.

The PNR Officers and Division Superintendents share their latest insights and updates in their quarterly reports, so please take a moment to review them. Included in this edition is Convention Chair Larry Sebelley's annual report, which includes the schedule of future regional conventions.

And finally, although it's only about one page long in this newsletter, the Timetable (p.24), provides many opportunities for making new connections or renewing old ones.

Please have a safe and fun remainder of summer!

(I'll be back home soon and hope to jump back into my layout planning.)

Greg Kujawa, Editor



# PNR News and Announcements

## Kootenay Express 2019 Convention Summary and Contest Results

Greg Kujawa

Photos by Greg Kujawa, unless noted otherwise



Kootenay Express 2019 is now history, and those who attended have confirmed it was a big success. The convention ran from May 29 through June 2 at the Prestige Rocky Mountain Resort in downtown Cranbrook. There were 108 full registrants and 50 companion registrants. For more details, see Convention Chair Ed Molenkamp's 6th Division Report on p. 21.

Activities included self-guided tours to really nice home layouts, information-filled clinics, a train show, model and photography contests, banquet, and full access to the Canadian Museum of Rail Travel/Cranbrook History Centre adjacent to the convention hotel.

Prototype tours included a tour of the Canfor Forest Products mill in Radium, a unique "Down n' Dirty tour" at the Cranbrook History Center allowing attendees to crawl all over, under, and through the passenger cars on display to get photos and measurements. The Sullivan Mine tour in Kimberly included a ride on its narrow gauge mine railway.

Saturday evening's banquet, included award presentations and a keynote address by Jim Cullen, who gave an entertaining and inspiring presentation on railway preservation.



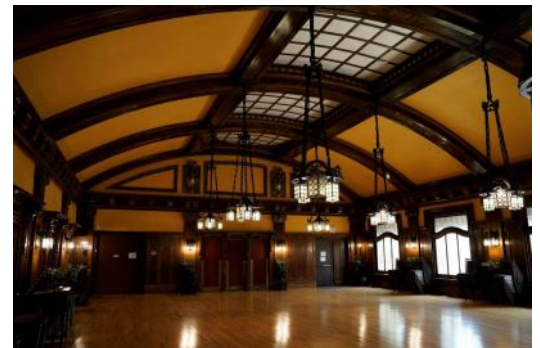
Sullivan Mine tour. Jeff Shultz photo



Make-N-Take Clinic. John Stevenson photo



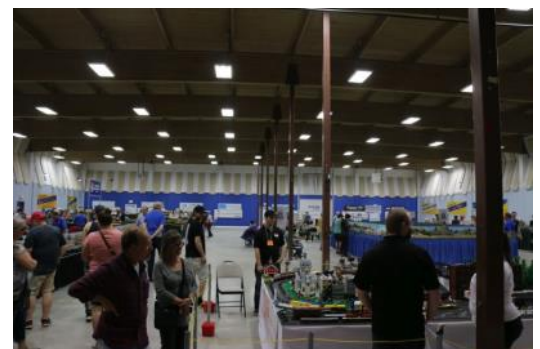
Banquet and award presentations Saturday evening



Royal Alexandra Hall at the Cranbrook History Centre. Jeff Shultz photo



Restored railroad car at the Cranbrook History Centre. Jeff Shultz photo



Cranbrook Model Train Show provided vendor booths and modular layouts. Jeff Shultz photo

## Kootenay Express 2019—Contest Results

Category	Award	Name	Entry
<b>MODELS</b>			
<b>People's Choice</b>		Roger Walker	Thompson River Valley, BC
<b>Diesel and Other Loco</b>	1st	Larry Sebelley	Soo Line F7A
	2nd	Larry Sebelley	Soo Line F7B
<b>Steam Locomotive</b>	1st	John Wrinch	CW #86
	2nd	Dale Kraus	2-6-2T #36
<b>Passenger Car</b>		No Entries	
<b>Freight Car</b>	1st	Roger Walker	GRAMPS Tank Car
	2nd	Rich Bide	CPR Reefer
	3rd	Rich Bide	CPR Mini Box Car
<b>Caboose</b>	1st	Dale Sproule	CPR Shorty Caboose
<b>Non-Revenue/MoW</b>	1st	Ed Schaenzer	Wooden Tank Car
<b>Structure</b>	1st	Roger Walker	CPR Intermediate Signal
	2nd	Tracy Stutler	West Virginia Northern Water Tank
	3rd	Tracy Stutler	West Virginia Northern Sand House
<b>Display</b>	1st	Roger Walker	Thompson River Valley, BC
	2nd	Dale Sproule	Johnson Landing
<b>Traction</b>		No Entries	
<b>Special Contest</b>	1st	Roy Zschiedrich	Pro Choice
	2nd	Ed Schaenzer	Observation Car
<b>PHOTOS</b>			
<b>Best of Show—Photos</b>		Roger Walker	Switching Cars, LaFarge Cement Plant, Exshaw, AB
<b>Prototype B&amp;W</b>	1st	Roger Walker	Now What's Wrong?
	2nd	Roger Walker	Taking on Water
	3rd	Kurt Laidlaw	Japanese Tourist Train
<b>Prototype Color</b>	1st	Rob Badmington	Bending the Iron
	2nd	Roger Walker	2816 in Kicking Horse Pass
	3rd	Dave Emmington	CN 2971 After the Snowstorm
<b>Model B&amp;W</b>	1st	Ed Schaenzer	Reflections
<b>Model Color</b>	1st	Roger Walker	Checking Rockslide with Help of Drone
	2nd	Ed Schaenzer	Shay #9
	3rd	Tom Waters	7-1/2" Rio Grande
<b>NON-RAIL</b>			
<b>Needlework</b>	1st	Barbara Moore	Antique Trains
	2nd	Jinks Hunter	"My Happy Place" Shawl
	3rd	Glenna Beale	Crochet Baby Blanket
<b>Railroadiana</b>	1st	Kurt Laidlaw	Spirit of Summerland
	2nd	Jinks Hunter	All Steamed Up
	3rd	Barbara Moore	Canyon Memories
<b>General</b>	1st	Gay Walker	Waterfall
	2nd	Debby Stutler	Idaho Winter





Peoples' Choice and Display – 1st Place—Roger Walker. Thompson River Valley



Display – 2nd Place—Dale Sproule. Johnson Landing



Diesel – 1st and 2nd Place—Larry Sebelley. Soo Line F7A and B



Steam Loco – 1st Place—John Winch. CW #86



Steam Loco – 2nd Place—Dale Kraus. 2-6-2T #36



Freight Car – 1st Place—Roger Walker. GRAMPS Tank Car



Freight Car – 2nd Place—Rich Bide. CPR Reefer



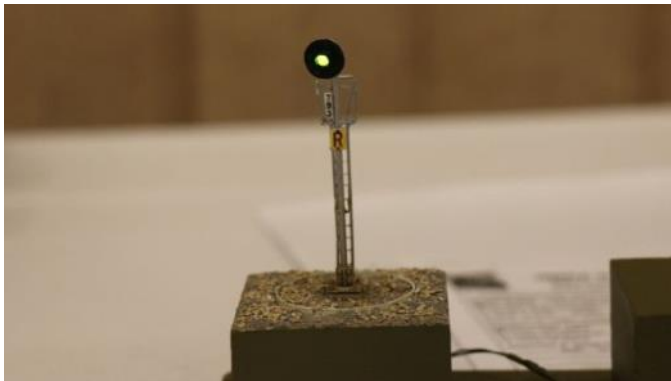
Freight Car – 3rd Place—Rich Bide. CPR Mini-Box Car



Caboose – 1st Place—Dale Sproule. CPR Shorty Caboose



Non-Revenue/MoW – 1st Place—Ed Schaezner. Wooden Tank Car



Structure – 1st Place—Roger Walker. CPR Intermediate Signal



Structure – 2nd Place—Tracy Stutler. West Virginia Northern Water Tank

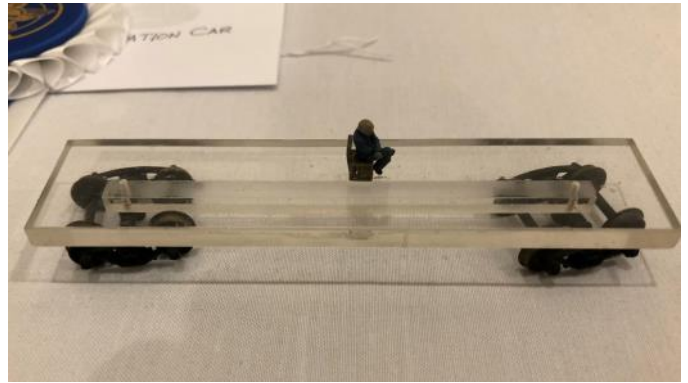


Structure – 3rd Place—Tracy Stutler. West Virginia Northern Sand House





Special Contest – 1st Place—Roy Zschiedrich.  
*Pro Choice*



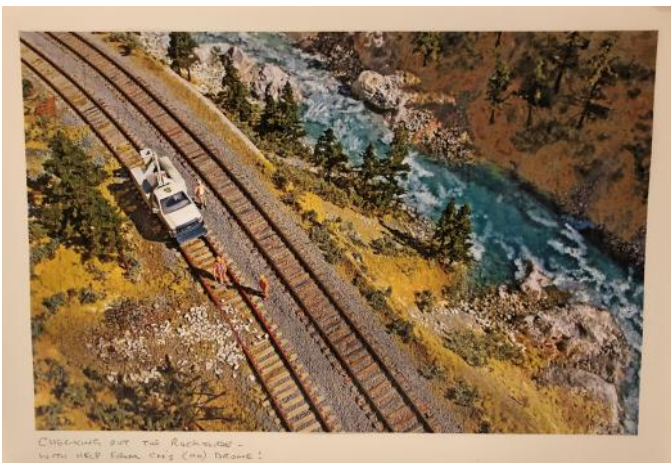
Special Contest – 2nd Place—Ed Schaezner. *Observation Car*



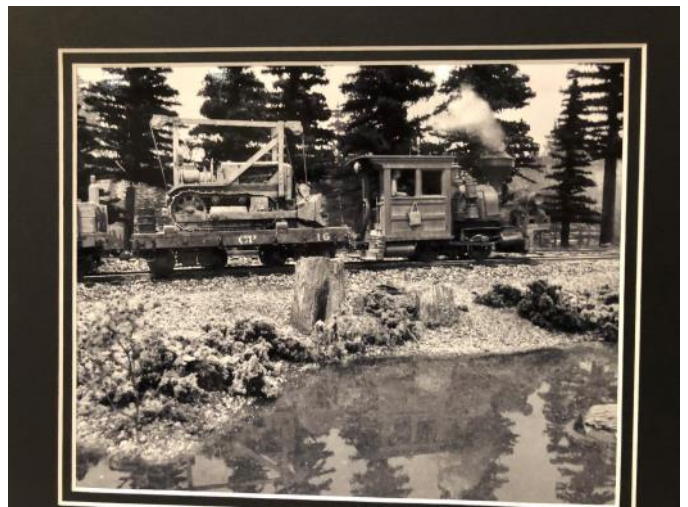
Photos — Prototype Color - 1st Place—Rob Badmington. *Bending the Iron*



Photos — Prototype B&W - 1st Place—Roger Walker. *Now What's Wrong?*



Photos — Model Color - 1st Place—Roger Walker. *Checking Rockslide With Help of Drone*



Photos — Model B&W- 1st Place—Ed Schaezner. *Reflections*





Needlework - 1st Place—Barbara Moore. *Antique Trains*



Needlework - 2nd Place—Jinks Hunter. *"My Happy Place" Shawl*



Needlework—3rd Place—Glenna Beale. *Crochet Baby Blanket*



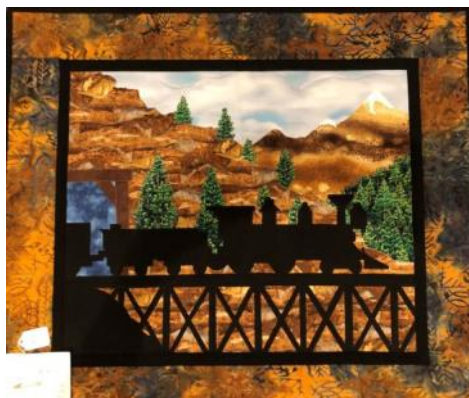
Railroadiana - 1st Place—Kurt Laidlaw. *Spirit of Summerland*



Railroadiana – 2nd Place—Jinks Hunter. *All Steamed Up*



General - 1st Place—Gay Walker. *Waterfall*



Railroadiana - 3rd Place—Barbara Moore. *Canyon Memories*



General – 2nd Place—Debby Stutler. *Idaho Winter*



## In Memoriam

*This section is dedicated to the remembrance of those members of the NMRA Pacific Northwest Region whom we have lost over the past year. We extend our deepest sympathies, thoughts, and prayers to their families and friends. We will sincerely miss the fellowship of these folks and all their contributions to the NMRA and hobby.*

### Deceased Members of the PNR — June 2018 through July 2019

June 2018	Div 2	Howard, Gerald	Portland, OR	
July 2018	Div 4	Walls, Glen R.	Poulsbo, WA	
August 2018	None			
September 2018	None			
October 2018	Div 4	Baker, William C.	Port Orchard, WA	
November 2018	Div 5	McGilvray, Don	Spokane Valley, WA	Life Member
	Div 6	Slimmon, John F.	St Albert, AB	
December 2018	None			
January 2019	Div 1	Coble, Donald R.	Oakland, OR	Life Member
	Div 4	Miener, Roger J.	Tacoma, WA	Life Member
	Div 4	Sterling, Stewart	Anchorage, AK	
February 2019	None			
March 2019	Div 4	Baker, William A.	Gig Harbor, WA	
		Miller, Lynn G.	Renton, WA	
	Div 5	Holmes, Roy	Kennewick, WA	
		Mutschler, Charles	Cheney, WA	Life Member
April 2019	Div 4	Cleaveland, Lee G.	Federal Way, WA	Life Member
		Durfee, David L.	Bremerton, WA	Life Member
May 2019	Div 4	Jensen, Myron A.	Anchorage, AK	Life Member
		Judge, Robert	Puyallup, WA	
	Div 6	Majkot, John D.	Airdrie, AB	Life Member
June 2019	Div 4	Bartels, Ronald E.	Lacey, WA	
July 2019	Div 4	Gage, Ronald H.	Bellevue, WA	
		Hayden, Sam	Tacoma, WA	

**Have you changed your address or other membership information?**

**Notify NMRA Headquarters**

email: [nmrahq@aol.com](mailto:nmrahq@aol.com)

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

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

# New PNR Members

May–July 2019

We extend a warm welcome to all new members of the Pacific Northwest Region, NMRA. Those listed below have joined the PNR over the past quarter. If you do not see your name listed, please be patient. Your membership is likely still being processed.

We are especially happy to welcome our new Rail Pass members ([identified in blue text](#)). We recognize that you are with us on a trial basis and we will have to work hard to convince you to stay with us. Please make sure to contact your Division Superintendent promptly (listing at the end of this newsletter) so you can be included in all Division activities.

Current Members: Please review this list for anyone living near you and consider initiating a connection with them through your Division Superintendent.

Div	Last Name	First Name	City/Town	State/Province	Div	Last Name	First Name	City/Town	State/Province
01	<a href="#">Bloomer</a>	<a href="#">Mike</a>	<a href="#">Veneta</a>	OR	05	Watt	James M.	Missoula	MT
01	Goodman	Chris	Prineville	OR	<a href="#">06 Baker</a>	<a href="#">Mitch</a>	<a href="#">Edmonton</a>	<a href="#">AB</a>	
01	Parrish	Tony	Brookings	OR	<a href="#">06 Homan</a>	<a href="#">Alvin</a>	<a href="#">Red Deer</a>	<a href="#">AB</a>	
02	Moseley	Larry	Oregon City	OR	06	Hough	Alan R.	Calgary	AB
03	Case	Glenn	Payette	ID	06	Maxwell	Joan	Black Diamond	AB
<a href="#">03 Rodriguez</a>	<a href="#">Simon</a>	<a href="#">Twin Falls</a>	<a href="#">ID</a>		06	Myers	Jean	Calgary	AB
<a href="#">03 Scott</a>	<a href="#">Steve</a>	<a href="#">Nampa</a>	<a href="#">ID</a>		06	Myers	Gail	Calgary	AB
<a href="#">03 Wuthrich</a>	<a href="#">Val</a>	<a href="#">Pocatello,</a>	<a href="#">ID</a>		<a href="#">06 Roberts</a>	<a href="#">Barrie</a>	<a href="#">Foothills</a>	<a href="#">AB</a>	
03	Young	David	Idaho Falls	ID	06	Sharman	Andy	Calgary	AB
03	Young	Kenneth F.	Gooding	ID	<a href="#">06 Wladyka</a>	<a href="#">Beverly</a>	<a href="#">Edmonton</a>	<a href="#">AB</a>	
04	Hagele	Raymond L.	Bremerton	WA	<a href="#">07 Abbott</a>	<a href="#">Steven</a>	<a href="#">Maple Ridge</a>	<a href="#">BC</a>	
04	Harr	Brian	Maple Valley	WA	<a href="#">07 Campbell</a>	<a href="#">Doug</a>	<a href="#">Summerland</a>	<a href="#">BC</a>	
04	Kenworthy	Bob	University Place	WA	<a href="#">07 Clark</a>	<a href="#">Terry</a>	<a href="#">Cranbrook</a>	<a href="#">BC</a>	
04	Lamar	Family	Vaughn	WA	<a href="#">07 Grace</a>	<a href="#">Tom</a>	<a href="#">Golden</a>	<a href="#">BC</a>	
<a href="#">04 Stoll</a>	<a href="#">Scott</a>			<a href="#">WA</a>	<a href="#">07 Mayes</a>	<a href="#">David</a>	<a href="#">Kimberley</a>	<a href="#">BC</a>	
<a href="#">04 Van Gilder</a>	<a href="#">Levin</a>	<a href="#">Tacoma</a>	<a href="#">WA</a>		07	McCreadie	Brodie	Kimberley	BC
05	Alvarado	Aaron	Chewelah	WA	<a href="#">07 McEwan</a>	<a href="#">Tom</a>	<a href="#">Maple Ridge</a>	<a href="#">BC</a>	
05	Anderson	Daissie	Connell	WA	<a href="#">07 Moan</a>	<a href="#">Ken</a>	<a href="#">Cranbrook</a>	<a href="#">BC</a>	
<a href="#">05 Gulbrandson</a>	<a href="#">Rolf</a>	<a href="#">Coeur D'Alene</a>	<a href="#">ID</a>		<a href="#">07 Mummery</a>	<a href="#">Gary</a>	<a href="#">Kimberley</a>	<a href="#">BC</a>	
<a href="#">05 Kurtz</a>	<a href="#">Eric J.</a>	<a href="#">Florence</a>	<a href="#">MT</a>		<a href="#">07 Siegenthaler</a>	<a href="#">Peter</a>	<a href="#">Cranbrook</a>	<a href="#">BC</a>	
05	Schneidmiller	Rod	Greenacres	WA	<a href="#">07 Soul</a>	<a href="#">Michael</a>	<a href="#">Logan Lake</a>	<a href="#">BC</a>	
<a href="#">05 Summers</a>	<a href="#">Bill</a>	<a href="#">Loon Lake</a>	<a href="#">WA</a>		<a href="#">07 Thorne</a>	<a href="#">Doug</a>	<a href="#">Fairmont Hot Sprgs</a>	<a href="#">BC</a>	
<a href="#">05 Summers</a>	<a href="#">James</a>	<a href="#">Loon Lake</a>	<a href="#">WA</a>		<a href="#">07 Whetham</a>	<a href="#">Bob</a>	<a href="#">Cranbrook</a>	<a href="#">BC</a>	



## NMRA Video Library

Did you know ... the NMRA Video Library has over 150 videos of clinics that were presented at National Conventions from the last 30 years. Virtually every model railroading topic you can think of has been covered ... from scenery to operations to prototypes to electronics. If you missed the last few decades of National Conventions, you can still see some of the best clinics around.

Just log into [www.nmra.org](http://www.nmra.org) as a member, click on “Member / Member Home” and click on the big red box that says “Watch Clinic Videos” next to the photo ...it’s that easy!



# Cranbrook Convention and Awards Presented in 2019

Kurt Laidlaw

## Cranbrook Convention Overview

For those of you who were unable to attend the PNR convention put on by the Sixth Division with help from the 7th, you missed a great time. Ed Molenkamp and crew put together a full agenda of clinics, tours, and non-rail events that more than met expectations. I went on the Kimberly Mine and the Canfor sawmill tours. The response from the people on the bus both days ranged from wonderful to great. The mine tour was especially enjoyable. Our guide was a hard rock miner who had worked in the mines for 40 years. He was witty, well-spoken and answered all questions with a smile and a grace that let people know he enjoyed what he was doing. From the general comments I received or heard around the convention hotel, the clinics were all considered first-rate and had good attendance.

## Regional Awards Presented at the Convention in Cranbrook

The Pacific Northwest Region President's Award is presented annually to honor a member of the Region who, through signal service to the hobby of model railroading, has made the most significant contribution to the benefit and betterment of the Pacific Northwest Region. This is the senior award presented by the Region and honors the recipient for their service to their fellow National Model Railroad Association members. This year, Ed Molenkamp and Shirley Sample both received the PNR President's Award at this year's convention.

Ed is currently serving as the Vice President NMRA Canada and as Sixth Division Superintendent. As Vice President NMRA Canada, Ed has lobbied strongly for his fellow modelers and was instrumental in NMRA revising the Liability Insurance policy to meet current needs. Canadian Divisions place heavy reliance on Provincial public facilities for events and activities. When Provincial governments increased the liability insurance coverage above then NMRA limits, the Divisions were placed in a fiscal and operational crisis. Ed personally attended an NMRA Board of Directors meeting to carry the message of the immediate need for increased liability insurance coverage. As a direct result of Ed's efforts, the NMRA Liability Insurance policy was modified to support the needs of Canadian and US Divisions.

In service as Division Superintendent, Ed has demonstrated a high level of leadership. Sixth Division has established itself as the recruiting leader for the PNR. Upgrades of the Division newsletter have been a positive aid to retention. Sixth Division has become increasingly active in the Achievement Program to the benefit of the members.

Faced with responsibility of hosting the 2019 PNR Region Convention, Ed worked with his counterpart in Seventh Division to select a location in British Columbia (rather than Alberta/Saskatchewan/NW Territories, his actual division location) to facilitate attendance by a greater number of Region members. He then exercised the leadership necessary to plan and execute the convention.

There is one name that has consistently been at the front of PNR leadership for the past decade—Shirley Sample. Long a mainstay in her home division, Fifth Division, Shirley and her late husband Bob, were involved in every aspect of the hobby and NMRA activity in the Spokane area and throughout the region. After Bob's passing, Shirley did not slow down and perhaps became even more involved.

Shirley has served as Division Superintendent, PNR Vice President and PNR President. She immediately stepped forward when the Region suffered a leadership crisis to fill the void and to maintain the Region on a stable footing.

In addition to her major leadership roles, Shirley has been a driving force for virtually all the activities in the Spokane Valley area. Any time there is an activity planned from open house to train show or Division meet, somehow the name Shirley Sample always appears as the "point of contact" or "the-person-in-the-know."

Through her dedication and devotion of time and energy to the NMRA, PNR, and Fifth Division, Shirley has earned the proper recognition of the Pacific Northwest Region President's Award for 2019.

## Awards Presented to PNR members at the National Convention in Salt Lake City

Three members of the PNR's 4th Division were recently recognized by the NMRA at the national convention in Salt Lake City.



Kurt Laidlaw presenting the PNR's 2019 President's Award to Shirley Sample and Ed Molenkamp. Greg Kujawa photo

### NMRA President's Award for Service to Division for 2019

W. Gene Swanson, MMR, received the NMRA President's Award for Division Service. This special award is given to one individual within each region at the national convention. We announced the award at Cranbrook because Gene has some health issues and knew he would not be attending the national convention in Salt Lake City. Gene is a member of the 4th Division and lives in Tacoma, WA. His contributions to the division and to the region made his selection a real pleasure. Gene established and moderated the Tacoma monthly clinic for 20 years. He has been an active member of the 4th division and a strong advocate for the hobby for decades. He is a member of the Puget Sound Model Railway Engineers (PSMRE), which maintains and operates a world-class HO (1:87) model, featuring highlights of the Tacoma area during the 1950's at the Washington State History Museum. Gene was responsible for most of the buildings around the roundhouse. Gene has published a book on his model railroad to leave as a legacy to his family and friends.



Kurt Laidlaw presenting the NMRA President's Award for Service to Division for 2019 to Gene Swanson, MMR. Ken Liesse photo

### Meritorious Service Award

A Meritorious Service Award went to Ken Liesse, nominated by the Marketing Department for his setting up the NMRA Facebook presence and managing the membership of that group.

### President's Award

A President's Award was presented to Didrik A. (Di) Voss, MMR, for his service as Manager of the Standards & Conformance Department. Development and maintenance of NMRA Standards, Recommended Practices, and Conformance Certification are one of the original and primary purposes that drove establishment of the NMRA. Di's efforts in this department have continued to provide this major benefit of the NMRA.



Di Voss, MMR, and Ken Liesse proudly display their awards. B. Liesse Photo

*Editor's Note:* You can also read more about the awards presented to Gene, Ken, and Di in Jack Hamilton's August 2019 *Train Orders* eNewsletter.



# Features

## BN&O Superintendent Charged with Manslaughter

Article and photos by Bob Parrish, MMR

*This is a combined story of an errant spike knocking down a Preiser figure in a freight yard while re-laying some track on my Boise, Nampa & Owyhee Railroad and my moving of the railroad from Kuna to Boise. I ran this story in the Third Division newsletter at the time. The story incorporates some of the local history of the area across a large time frame and includes a few real people in the telling.*

We copy a head line story from the *Idaho State Tribune* of January 30, 1905, Nampa, Idaho.

### Boise, Nampa & Owyhee RR.

#### General superintendent arrested for first-degree manslaughter.

General Sup't Bob Parrish was arrested and arraigned on manslaughter charges today in circuit court, Canyon County, Idaho. Data is sketchy as the incident occurred on the county line between Canyon and Ada counties. Both counties have newly elected sheriffs whose personal zealotness has slowed the release of accurate information.

A track gang worker, one Michael O'Connor was killed by a flying rail spike during routine work today. A half-mile stretch of track is being upgraded at the east end of the approach to the Nampa yards. Track gang boss Shamus O'Toule was standing near O'Connor when the incident occurred. When interviewed he stated, "Aye, killed 'im deader than Kelsey's nuts, he did."

Parrish was not immediately available for comment. He has retained attorney William H. Dewey of Nampa. Dewey is also the parent owner of the Boise, Nampa & Owyhee Railroad. Parrish pleaded not guilty before Judge Stunenberg and was quoted on the courthouse steps while leaving after the hearing, "The drunken sot should have ducked."

Parrish was not immediately available for further comment as his attorney took him to his office in the Dewey Palace Hotel in this city. They have since gone to an ante-chamber where several schooners of beer were said to have been provided along with a deck of playing cards.

Further investigation has shown that, during track removal, spikes were flying at a furious rate as is normal in demolition operations. Parrish was personally conducting these track removal operations when a spike flew from a pliers and flew some distance striking O'Connor. Curiously, the scale distance seems to be approximately two hundred yards. Parrish is known to work at a breakneck pace, which is often described in the newly evolving motorcar business as "flat rating."

The track gang boss, Shamus O'Toule, has filed a grievance with the union steward and has pulled his crew from this rail line and subsequently hired on with the Oregon Short Line Railroad near Boise.

A trial date has been set for March of this year. This publication will follow events closely.

**In our continuing coverage of the news story copied from the *Idaho State Tribune*, a story first released on January 30, 1905, we copy this story from March 24, 1906.**

### Court Proceedings: Day One.

General Sup't Bob Parrish, who was arrested and arraigned in January on manslaughter charges, appeared today in circuit court, Canyon County, Idaho.

The prosecuting attorney made the opening remarks to the judge indicating that Parrish had been willfully negligent in the safety of the workers while on this job site.

Attorney for Parrish, Wm. Dewey stated that, at best, this was an accident and moved for dismissal. The judge denied that motion as "There are too many people in the courtroom expecting a show and they are going to get it."

The judge then moved for the seating of the jury. The nearby saloons were vacated. The prosecutor attempted to place numerous railroad employees on the jury. Dewey objected and moved to have them removed as, "They lacked adequate intelligence to see the facts clearly." The judge fined Dewey \$100 for the slanderous remark and then dismissed the railroad company workers.

The prosecution argued that the jurors placed by Dewey were all local business people and other cronies from the surrounding mining community. The judge denied the motion, as he had not personally "seen any of them in Dewey's business establishments."

Upon seating of the jury, the judge moved for the calling of the first witness. Shamus O'Toule was called to the stand by the prosecution to outline his recollection of the incident.

The deceased worker's wife, Mrs. Michael O'Connor then took the stand and testified to the devotion her husband had to the Railroad Company and the hardship his loss would have on the family.

The prosecution then called to the stand several other track gang workers who corroborated O'Toule's initial telling of the incident.

The prosecution rested.

Dewey then called his first witness, one Sean Galleger, a local whiskey wholesaler. He testified to having the track gang house in Nampa on a regular delivery schedule. In an aside to the assembled crowd in the courtroom, Dewey turned to the assembled jury and gallery and stated that he hated the competition with his hotel saloon operations. The courtroom was gavelled back to silence.

The prosecuting attorney called for relevance where upon Dewey asked the court for indulgence and then, looking at the clock on the wall, announced that it was in fact time to indulge and invited the jury and gallery back to his hotel for a few rounds.

Chaos ensued.

The judge could not regain control of the situation and adjourned the court for the day.

The throng was seen leaving the courthouse and entering Dewey's Palace Hotel of First Street. Parrish, out on bail, was with them. The judge was rumored to have entered the building later in the evening through a side door. The indulging went on for several hours past midnight.

### **Court Proceedings: Day Two. Several months later.**

General Sup't Bob Parrish who was arrested and arraigned in January on manslaughter charges appeared today in circuit court, Canyon County, Idaho.

The new judge made some opening remarks as the previous judge of the bench had committed suicide shortly after the losing of control of his courtroom. He further apologized for the delay of a speedy trial as the governor had taken an extended time in seating a replacement judge.

With that, Parrish's attorney jumped to his feet and called for a setting aside of all previous court proceedings and demanded a new trial. When challenged by the new judge, he confessed that he was unaware of this new judge's background as he had been moved recently into the county from out of state. In a red-faced blather that went on for several minutes, he also chastised the judge for not patronizing his saloon and card room.

The judge immediately charged Dewey with contempt of attempting to manipulate the judge and fined him \$100. Dewey retook his seat.

The judge instructed the bailiff to scour the local gin mills for the previous jury and would adjourn until such time as those pillars of the community could be sobered up and made capable of sitting on the jury bench.

Once reconvened, the prosecuting attorney made the opening remarks to the judge indicating that Parrish had been willfully negligent in the safety of the workers while on this job site.

Attorney for Parrish, Wm. Dewey stated again that, at best, this was an accident and moved for dismissal. The judge denied that motion as this had gone on entirely too long and that justice would be served in his court. Dewey appeared to be severely shaken at this point.

The prosecutor read the transcript of track gang boss Shamus O' Toule, as he could not be found in "suitable condition for testimony."

The deceased worker's wife, Mrs. Michael O'Connor retook the stand and testified again to the devotion her husband had to the Railroad Company and the hardship his loss has had on the family.

She also reflected on the previous days, including the difficulty of the funeral and the necessity of intensive personal therapy with the local preacher. Further, she impugned the superintendent's management abilities. Dewey jumped to his feet and exhorted the judge to strike the remark of the witness as, "Mr. Parrish is on trial for manslaughter not management of



The bereaved widow shown here in the church graveyard in Boise.



Parrish shown here with his attorney leaving the bar the morning following the trial proceedings.



the company.” The judge did not agree and denied the motion. The prosecution rested this witness.

Dewey cross-examined the widow along lines of her husband’s drunkenness and inability to present himself regularly to work in a condition that would be conducive for any productive labor. Her testimony failed to disprove the counselor’s allegations. The prosecuting attorney challenged the insinuations and moved for another fine for slanderous remarks. The judge this time declined such a penalty. Mrs. O’Connor admitted that her husband did in fact routinely come home in a “weakened state,” but stated that he never left for work inebriated.

The prosecution rested.

Dewey then recalled his first witness, one Sean Galleger, a local whiskey wholesaler. He testified to having the track gang house in Nampa on a regular delivery schedule.

The prosecuting attorney called for relevance where upon Dewey asked the court for indulgence.

This was the point in previous proceedings where the trial had broken down.

Galleger went on to state that the track gang house was in fact his most lucrative route stop, and that seldom did he ever see anyone emerge from the building with a “stiff and straight knee.”

The prosecutor had no questions. Galleger was excused.

Dewey went on to make such a defense that this was in fact a great and tragic accident but that it should go no further than that.

In closing remarks, the prosecutor pointed up the hardship of Mrs. O’Conner and called for not only a guilty verdict but also compensation for this widow.

Dewey’s remarks to the jury in defense of Parrish restated the nature of the accident where with Mr. O’Connor had been struck with a flying railroad spike during some track repairs. He further stated that no compensation should be granted, as this would only enable Mrs. O’Conner in her feeble alcoholic state as she is widely known to frequent a competing Front Street Bar.

The judge cautioned Dewey that the widow was not on trial here.

Dewey shortly completed his remarks by stating that this was a sad and sorry accident, but that the sot should have ducked. Dewey was seated before he could be chastised for his remark.

The jury was retired to the jury room and the judge ordered the bailiff to secure the doors so as to prevent Mr. Dewey from providing any liquid sustenance during the deliberations.

As the jury dried out rather quickly, a finding was soon returned to the judge. Court was reconvened and the judge heard the verdict.

Guilty!

Dewey was thunder-struck and glared at certain members of the jury.

The judge made pronouncement of sentence as Parrish stood for the first time before this judge. He was given no jail time but was forced to dissolve the railroad and remove himself from such further activities at Kuna. Parrish was heard turning to Dewey and mumbling; “Fat chance of that!” The jury was excused and the courtroom was emptied.

Dewey was found with Parrish in his Dewey Palace saloon some time later and was quoted saying during a poker game that he had in fact purchased the railroad from Parrish only a few moments before. No amount was stated but it is generally accepted that Superintendent Parrish did not take a financial beating on the deal. It is known that Dewey now only hires German track workers on his lines as he claims they are used to hard work and they have greater agility after ingesting copious quantities of beer.

Dewey further stated that he would move the offices of the railroad to Boise, merge it into the Idaho Northern which now offers service to McCall, Idaho, from Nampa through Emmett, thus removing the line from the judge’s jurisdiction and at such time as getting him (the judge) “unelected,” would resell the reorganized railroad back to Parrish in Boise. Although Parrish appears to be now in a state of retirement, his only comment was that he would be back.

**Epilogue**—It should be noted that, in fact, Parrish did retake control of the railroad and moved the general offices to Boise. The escrow held by Dewey at the turning over of the rail line was returned to Parrish with interest. The judge was removed from office some years later as he was repeatedly found taking the bench in a weakened state after a tour of Dewey’s saloon.

Parrish is now again in full control of the Boise, Nampa & Owyhee Railroad and it should be noted that the line is operating well under budget.

# Officers' Reports

## From the Engineer's Side of the Cab

Kurt Laidlaw, President

Sometimes life gets in the way of great plans. I had planned on going to the National Convention in Salt Lake City, but other things popped up. First my husband, also known as my enabler, came home from the doctor's office and said, "You need a train shed." What model railroader wouldn't start salivating upon hearing those words? Before he could change his mind, I took him up on the offer and ordered a magnificent 8' x 14' custom shed. This quickly took on the name the "Tajma-shed" because of what it cost, as you shall see.

To have a proper train shed you must have electricity. Our 50-year-old house did not have any open circuits in the main panel, so the first order of business was to free up some electricity from the house. A good friend came over for dinner and suggested that the stove used a 220 circuit. If we replaced our old electric stove with a new gas stove it would solve our electrical problem. Having complained about the electric stove for the entire 12 years we have lived here, we jumped on the suggestion and off I went to buy a new gas stove (\$\$). Of course, a gas stove needs gas to run so I had to call a plumber out to put in a gas line from the meter to the kitchen (\$\$). The old vinyl floor didn't go under the stove so...off to the flooring store for a new floor to put under our new stove (\$\$). When the floor was installed, we discovered the refrigerator no longer fit under the kitchen cabinets. It was an old noisy refrigerator anyway so why not replace it with a nice new one (\$\$). At this point, I had a design for a new shed that was being built as a kit and my husband had a new stove, new flooring, and a new refrigerator. With the new appliances, the old dishwasher looked sadly forlorn and ugly. The obvious answer was to get a new dishwasher to match the other new stuff in the kitchen (\$\$).

Before all this began, we had contracted to have the exterior of the house painted. It sorely needed it. Of the four bids I asked for as a dutiful homeowner, only one person responded. He is not a fly-by-night contractor, but he is not cheap either (\$\$). Getting ready for the painters, we decided to take down the old railing from the side deck on our house. In so doing, we discovered the entire deck was full of dry rot and had to be replaced because it was actually in danger of collapsing under us (\$\$). A couple of weeks ago, we discovered that one of the main beams in the carport was full of dry rot as well, so we had to have a carpenter come and replace a 4" x 12" x 10' beam (\$\$). It turns out the deck on the back of the house is also filled with dry rot. We have decided to take our chances with it for the time being given what has happened so far this summer.

Back to the shed. It has been installed and it is a piece of art, with clerestory windows, a glass French door, two windows on the end for cross ventilation and a first step out the door of about 3.5'. We need to add a deck to the front of the shed, and as long as I want to get from the back deck to the shed and from the shed to the carport, we are going to add a set of ramps to make it ADA compliant (\$\$). My friend who suggested the gas stove is doing the electricity for the shed. He has pulled all the wires and I am busy installing the insulation. I had to dig a 10' x 24" deep trench for the conduit. It only took me a week. I never knew how deep 24" was until I had to dig it out. Now he can tap into the main breaker box and bring electricity to my new home away from home. Still on the list of to-dos this summer—interior walls, paint the shed exterior and interior, put in the flooring and begin the benchwork for my new railroad empire. Hopefully, I will actually see a train run around the walls by Christmas and the Tahoma and Cascadia Central (TCC) Railroad will finally be a reality. Not a bad 70th birthday present if I say so myself.

So now you know why I didn't get to go to the National Convention in Salt Lake City.



Kurt's new train shed. Kurt Laidlaw photo

## From the Fireman's Side of the Cab

Bob Parrish, MMR, Vice President

As many of you know, I missed both the regional gathering and the national convention in Salt Lake City. Upon returning from a three week trip to southern Europe in mid May, including a visit with family in Greece, I was in and out of the hospital four times before a heart valve replacement surgery in mid July. I am doing well now and thanks to all who contacted me with their support and well wishes.



I am continuing with my contacting of memberships which are about to expire and those who might be 30–60 days out from their expiration date. In my VP role, I oversee memberships. Ed Liesse sends me the roster forms and I pick them apart for those members whom I need to contact and remind of their possible membership expiration. Although I have variously received e-mails back from members asking me why I am bugging them, occasionally I get a “thanks for reminding me” response. The greatest pushback is from those memberships that are about to expire. The response usually falls to “I already did that, and how can you not know that?” There is a time lag to the way that rosters are circulated and this is a glaring example of that. It seems to me, however, that the prompts to examine membership status is better spent on those who have not yet expired rather than trying to get back up to speed those who might be 60 days out.

With that, I am also interested in the volunteerism that exists in this hobby. We all know of the old saw that states 80% of the work is done by 20% of the people. There are some who would argue that giving up 20% is too generous and that 10% is perhaps closer to accurate. I’ll leave that piece to the jury.

At any given gathering of modelers, there is the guy or gal who sets out the chairs at the beginning of the session and quietly takes down the tables at the end. If you are that person...thank you.

Everything you do is a contribution to the hobby. Just your presence at a gathering is a step toward the continuance and improvement to this great hobby.

I would like to challenge you to do a bit more. There are organizations out there unabashed about moving volunteers to greater involvement and ascent to management. There are any number of names for this management style of movement upward within those organizations. We are not as “in your face” about that, but perhaps we should be. Not every job is a life sentence. Often the needs of a local division are a short-term task or some project that at least has a horizon to it. An example of this could be the work necessary for a division to host a regional gathering. These usually are assignments that are perhaps a year in length while in truth it takes two years or a bit longer to put such a convention together. In the end, however, all bets are off and everyone but the treasurer gets to go home on the Monday after.

The divisional level is a great place to start as most people in a division sort of know each other. Often they are already getting together for operations of a railroad or just gab sessions.

The Achievement Program (AP) has a volunteer certificate as it seeks to identify service to the hobby. Log in your time and the positions you fill and it won’t be long before you can submit your efforts for recognition. Consult the NMRA website for the criteria in this certificate.

And a final word of encouragement. Don’t wait for your division president to come to you. They may not be good at asking for help. They may be the sort that just does it rather than asking. Tell them what you might be interested in doing and see what happens. Ladies and gentlemen, this is your hobby; together we can make it better.

Recall the words of our fearless leader from the territory west of Seattle: “If you’re not having fun, then you are not doing it right.”

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## Treasurer’s Report

Dave Liesse

No report this quarter.

*Editor’s Note:* Dave has announced he is resigning from the Treasurer’s position. Aaron Gibbens of Eugene, Oregon, has stepped forward to be the PNR’s Treasurer.

Dave: A sincere Thanks for your many years of service to the Pacific Northwest Region!

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## Office Manager’s Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of June 2018 through July 2019.

You can see by looking at the figures below what's happening with the membership of the Region. Our membership dipped between June and July of 2018, then went up through November, but then sort of see-sawed through to June and July of 2019.

We did, however, bring in 168 new members during this period, of which 47 were Rail Passes and several were Family members and Student members. Unfortunately, we did lose 20 active members to death during this period.

We also have a large number of Inactive members within the Region. We need to look through these lists of Inactive members and see what we can do to re-energize them to return to the hobby and re-activate their membership. Admittedly, there might be a number of these members who have passed away and we never received notification of their death. However, there are many who could be potential "Re-rails" if we would take the time to contact them and maybe find out why they didn't renew their membership. We might learn some new things we could be doing that would help in retaining new (and old) members.

**Remember, Membership retention is the job of every member!**

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

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

Div	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Net +/- over year Jun-Jul
	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	Mem RP	
1	105 3	103 3	104 4	105 4	106 4	108 5	107 5	106 6	106 5	104 5	102 5	101 5	103 6	105 4	0
2	158 5	156 5	154 5	150 5	151 5	151 6	149 5	151 5	150 4	144 2	143 2	144 2	146 2	147 2	-11
3	71 1	71 1	71 0	72 0	73 0	74 0	75 0	76 0	77 0	76 0	80 1	83 1	80 1	83 5	12
4	506 13	502 12	504 11	503 10	502 9	503 10	495 8	490 9	493 11	490 11	483 9	476 8	473 9	473 9	-33
5	196 4	195 3	193 3	191 2	191 2	186 2	186 2	190 3	192 3	193 4	193 4	194 4	195 6	199 8	3
6	233 1	232 0	235 1	251 1	257 1	259 1	257 0	254 0	354 1	256 1	253 2	253 4	249 4	246 8	13
7	328 6	329 1	335 5	336 5	338 7	339 8	333 8	327 0	333 11	333 12	339 13	347 23	342 20	335 18	7
<b>Tot</b>	<b>1597 33</b>	<b>1588 25</b>	<b>1596 29</b>	<b>1608 27</b>	<b>1618 28</b>	<b>1620 32</b>	<b>1602 28</b>	<b>1594 23</b>	<b>1605 35</b>	<b>1596 35</b>	<b>1593 36</b>	<b>1598 47</b>	<b>1588 48</b>	<b>1588 52</b>	<b>-9</b>

**Table 2. New members showing Rail Pass portion by Division**

Div	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total	
	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	Mem RP	Mem RP	Mem RP
1	1 1	1 0	1 1	0 0	1 0	2 1	0 0	2 2	0 0	0 0	0 0	2 1	0 0	1 0	11 6	
2	1 0	0 0	0 0	1 0	2 0	1 1	0 0	4 1	0 0	0 0	1 0	0 0	1 0	0 0	11 2	
3	0 0	0 0	0 0	0 0	0 0	1 0	1 0	0 0	1 0	1 0	0 0	3 0	0 0	3 3	10 0	
4	2 1	0 0	3 1	0 0	1 0	4 2	1 0	4 1	3 2	1 1	0 0	1 0	3 2	2 0	25 11	
5	1 0	0 0	0 0	0 0	1 0	1 0	1 0	3 2	2 0	4 1	1 1	3 0	2 2	3 2	22 6	
6	8 0	0 0	2 0	14 0	7 0	3 0	0 0	0 0	3 1	1 0	1 1	5 2	0 0	4 2	48 8	
7	2 0	0 0	2 0	1 0	3 2	6 3	4 3	0 0	1 1	6 1	3 1	13 12	0 0	0 0	41 25	
<b>Tot</b>	<b>15 2</b>	<b>1 0</b>	<b>8 2</b>	<b>16 0</b>	<b>15 2</b>	<b>18 7</b>	<b>7 3</b>	<b>13 6</b>	<b>10 4</b>	<b>13 3</b>	<b>6 3</b>	<b>27 15</b>	<b>6 4</b>	<b>13 7</b>	<b>168 47</b>	

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

Div	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19
	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	Mem RP
1	0 0	2 0	0 0	1 0	1 0	0 0	1 0	2 0	2 1	1 0	2 0	4 1	0 0	0 0
2	1 0	3 0	1 0	4 0	3 0	1 0	2 0	3 1	3 1	8 2	3 0	2 0	4 0	0 0
3	6 3	3 0	0 0	0 0	1 0	0 0	1 0	0 0	0 0	2 0	0 0	0 0	3 0	0 0
4	10 0	6 1	7 2	4 1	4 1	4 0	10 1	10 0	6 0	14 0	10 1	10 1	5 0	4 0
5	2 0	2 1	2 0	2 1	2 0	2 0	1 0	0 0	2 0	2 0	2 1	3 0	1 0	1 0
6	6 0	2 0	0 0	3 0	2 0	2 0	2 1	3 0	6 0	0 0	4 0	10 0	4 0	9 0
7	8 0	2 1	0 0	0 0	3 0	5 1	13 3	6 0	6 0	6 0	4 0	9 1	7 2	7 2
<b>Tot</b>	<b>33 3</b>	<b>20 3</b>	<b>10 2</b>	<b>14 2</b>	<b>16 1</b>	<b>14 1</b>	<b>30 5</b>	<b>24 1</b>	<b>25 2</b>	<b>33 2</b>	<b>25 2</b>	<b>38 3</b>	<b>24 2</b>	<b>21 2</b>

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

Div	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19
	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	Mem RP
1	4 0	0 0	2 0	0 0	1 0	1 0	0 0	1 0	1 0	2 1	1 0	1 0	4 1	0 0
2	1 0	1 0	3 0	1 0	3 0	3 0	1 0	1 0	3 1	3 1	8 2	3 0	2 0	4 0
3	1 1	6 3	3 0	0 0	1 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 0
4	8 0	10 0	6 1	7 2	4 1	4 1	3 0	10 1	6 0	4 0	11 0	8 1	10 1	5 0
5	2 0	1 0	2 1	2 0	2 0	2 0	2 0	1 0	0 0	1 0	2 0	2 1	3 0	1 0
6	7 0	6 0	2 0	0 0	2 0	2 0	2 0	2 1	3 0	4 0	0 0	4 0	10 0	4 0
7	10 3	9 0	2 1	0 0	3 0	3 0	3 0	13 3	3 0	6 0	4 0	1 0	7 1	7 2
<b>Tot</b>	<b>33 4</b>	<b>33 3</b>	<b>20 3</b>	<b>10 2</b>	<b>16 1</b>	<b>16 1</b>	<b>11 0</b>	<b>28 5</b>	<b>16 1</b>	<b>20 2</b>	<b>26 2</b>	<b>19 2</b>	<b>36 3</b>	<b>24 2</b>

# Achievement Program Report

Jack Hamilton, MMR, AP Chair

## Reminder – Again and Again and Again

If you have a layout but have not yet invited your Division AP Manager or a member of the Evaluation Team to stop by and take a look at your efforts, you are missing out on the benefits of a great program. Give it a try — you might just like it.

## Awards Earned

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

**Ray Mackey** earned a Golden Spike

The following members have earned Merit Awards for their work:

**Richard Bide** earned Merit Awards for Cars (2)

**Doug Burton** earned Merit Awards (2) for Structures

**Scott Calvert** earned a Merit Award for Structures

**Hugh Clarke** earned a Merit Award for Structures

**Michael Donnelly** earned Merit Awards for Structures (2)

**Doug Palm** earned a Merit Award for Structures

**Ed Schaezner** earned a Merit Award for Cars and for Structures

**Larry Sebelley** earned Merit Awards for Motive Power (2) and for Structures (2)

**Dale Sproule** earned a Merit Award for Cars

**Tracy Stutler** earned Merit Awards for Structures (12)

**Jerry Thomas** earned a Merit Award for Structures

**Paul Vaughn** earned a Merit Award for Cars

**Roger Walker** earned a Merit Award for Structures and for Cars

The following members have earned Achievement Program Certificates:

**Scott Calvert**—Master Builder – Structures

**Tracy Stutler**—Master Builder – Structures

**Bill Purinton**—Master Builder – Scenery

**Daniel Tonegas**—Master Builder – Scenery, Chief Dispatcher

**Brian Orysen**—Model Railroad Engineer – Electrical

**William Fassett**—Association Volunteer

**Congratulations to all. Well Done!**

**If you ain't havin' fun, you ain't doin' it right!**

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## Partnership Program

NMRA members can log in at [www.nmra.org](http://www.nmra.org) and click on the Benefits tab to view the NMRA Partnership Program. Please patronize all of our partners for some fantastic discounts as an NMRA member!



# Convention Chair Report—May 2019

L. A. (Larry) Sebelley

[This is the Convention Chair's annual report submitted at the Board of Directors meeting on May 29, 2019, in Cranbrook, BC. Additional details have been added here as they became known.—*Ed.*]

At this moment, we have three conventions in various stages of organization.

By the time you are reading this report, the Kootenay Express 2019 convention will be underway, thanks to the great team in the 6th Division. Supported by several members of the 7th Division they have succeeded in creating a very interesting, informative, and entertaining program for us.

The 2020 convention is scheduled to be hosted by the 1st Division according to the current rotation schedule. **Make Tracks to Oregon 2020** will be held in April in Eugene, Oregon. It will be held at the Valley River Inn, April 20 through 24. Rich Pitter has taken on the responsibility as Convention Chair, to be supported by several other members.

The 2021 convention, to be hosted by the 3rd Division, is in its early stages of planning. The committee should have a first draft available for the Board to consider while in Cranbrook.

Future conventions are scheduled as follows:

Year	Host Division	Division Description	Proposed Convention Location	Proposed Dates
2020	Division 1	Southwestern Oregon	Eugene, OR	April 21–24, 2020
2021	Division 3	Southern Idaho, Eastern Oregon	Boise, ID	June 16–20, 2021
2022	Division 4	Western Washington, Alaska	TBD	TBD
2023	Division 7	British Columbia, Yukon	Victoria, BC	TBD
2024	Division 5	Eastern Washington, Northeastern Oregon, Northern Idaho, Montana	TBD	TBD
2025	Division 2	Northwestern Oregon, Southwestern Washington	TBD	TBD
2026	Division 6	Alberta, Saskatchewan, Northwest Territories	TBD	TBD

Respectfully submitted,  
L.A. (Larry) Sebelley  
PNR Convention Chair

## Division Reports

### 1<sup>st</sup> Division

Rich Pitter, Superintendent

First Division hosted a Mini-Meet on Saturday, August 10, in Eugene. Second Division was invited to participate in a joint-divisional approach on activities for members. Richard Kurschner of Second Division presented a talk on his approach to generating traffic on his model railroad layout. The highlight of the Mini-Meet was an exercise in making castings for model railroading details. Christopher Jones showed the mold-making steps as he prepared the RTV rubber compound and poured it into the mold with masters. Because of the long curing time of RTV rubber, he then proceeded to the casting step using polyurethane resin and hardener, making about two dozen model tree stumps.

First Division announced the results of its election. Rich Pitter was elected as Superintendent. Gary Decker, Charlie Hutto, Jim Crueger, Christopher Jones, and Paul West were elected as Directors. At the Board Meeting, Charlie Hutto was voted in as First Division Treasurer and Eugene 2020 convention Treasurer.

## 2<sup>nd</sup> Division

Jeff Shultz, Superintendent

The 2nd Division has nothing to report this quarter.

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## 3<sup>rd</sup> Division

Jerry R. Thomas, Superintendent

It was an exciting railroad summer for both the modeler and rail fans. The Cranbrook convention was a lot of fun and was congenially hosted by the 6th. Division with assistance of the 7th. The area abounded in natural beauty and train action. I was personally super pleased to score my first merit award in structures. I highly recommend this process for what it can do to build your range of skills.

Many of our members attended the 150-year anniversary of the Golden Spike Ceremony. Quite a show was staged in the Salt Lake Valley with the appearance of large steam engines.

Lastly, the National Convention was awesome. Third Division members took advantage of the proximity and attended in large numbers. There were so many activities and everything was well organized. Free Trax and Frontrunner passes were very handy. I believe that Tom Waters and I will always remember the op sig at Guil Rand's house with the super-sized steel industry layout. Bob Parrish scored big with a first and second in traction with his detailed scratchbuilt models. Andy Doll received a Third Place award for his scratchbuilt logging cars in the non-revenue equipment category. Regional Vice-President Bob Parrish was not able to attend, but is making a wonderful recovery from heart valve surgery.

Chairman Steve Loop and his committee continue working on our "Idaho Rails 2021" Convention which will be held in June, 2021, at the Riverside Hotel in Boise. Plan to come, PNR. It's going to be great! Our next major event will be our Fall Meet on September 28th. See the Timetable in this newsletter and other events calendars for further details.

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## 4<sup>th</sup> Division

Russ Segner, Superintendent

No report this quarter.

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## 5<sup>th</sup> Division

Bill Fassett, Superintendent

### **Business Meeting a Success**

The annual Division Business Meeting and mini-meet was held on April 20 in Kennewick, Washington. Kudos go to the Tri-City Model Railroaders – and especially John Decker – for arranging a great program and super layout tours, including their new layout in downtown Kennewick. One innovation at the meeting was to hold the business meeting and clinics in the morning, with a later start to accommodate same-day travel, followed by a lunch break ahead of the layout tours. Unlike recent meetings, we did not have catered lunches, but the attendees were able to choose from among quite a few nearby eateries.

At the business meeting, Bill Fassett was elected Superintendent for 2019–2021, and Tim Bristow was elected Paymaster for 2019–2021. Many thanks go to Bill Kleinert for his service as Assistant Superintendent. At his request, he retired from the position and fellow Lewiston modeler Peter Armstrong was elected to complete Bill's term.

The attendees voted to hold the 2020 Business Meeting in Reardan, Washington, at the Inland NW Rail Museum, on Saturday, April 18, starting at 10:00 am. The Museum is an NMRA Sustaining Member and is located about 25 miles west of Spokane on US Highway 2.

### **Division 5 Members at Cranbrook**

Several Division 5 members attended the PNR Convention in Cranbrook, British Columbia. While this may not be a complete list, I recall some good conversations with Shirley Sample, Phil Everett, Greg Kujawa, Craig Ehlert, John DeSteele, Jim Trunzo, Roger Brittain, and Tracy Stutler. Tracy, a relatively new member, did particularly well in the contest room (be sure to read the review of the Convention in this edition of *The Switchlist*.) All of us from Division 5 were highly impressed with the quality of the 2019 Convention and congratulate the Convention Committee.

## **Fall Mini-Meet (we hope)**

A 3-member committee of Montana members has been tasked to find a location and make plans for a mini-meet in Missoula on September 14, the day prior to the fall Missoula Train Show. The plans for 2018 ran afoul of the competition from the Northern Pacific Railway Historical Society's annual meeting that same weekend, so we are hopeful of holding it this year.

## **Achievement Program**

My major goal for my next term as Division 5 Superintendent is to reinvigorate our Achievement Program activities. I have been talking with potential evaluators from the 4th Division who may be willing to travel to central Washington to visit layouts for Golden Spike awards and to assess members for various Achievement Program certificates. The Division will be able to pay some travel costs for evaluator teams to visit modelers throughout the Division over the next two years. The Pacific Northwest Region has led the NMRA in developing the team approach to evaluations, an emphasis on the Division AP program greatly helping complete the paperwork, and on the use of novel approaches to evaluating layouts in remote sites. And Division 5 seeks to be a key player in the Regional AP program. Over the next month or two, we will be adding an Achievement Program page to the Division website that will provide resources to Division members.

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## **6<sup>th</sup> Division**

**Ed Molenkamp, Superintendent**

It's hard to believe that 2 months have passed us by since "The Kootenay Express Regional Convention" in Cranbrook, BC. It is hard to pick out a favourite event of the convention between Clinics, Prototype Tours, Layout Tours and the train show—it was a very busy weekend. The committee did a wonderful job of putting this together with members of the 6th and the 7th Divisions. A majority of the planning was done by email so it was a challenge. The local residents of Cranbrook thoroughly enjoyed "The Train Show" at the Curling Club with many requests for it to return the following year. In fact, the museum may end up running their own show next year as a fundraiser for renovations to the museum. There were 108 full registrants and 50 companion registrants. Among these registrants were 91 Canadians, 66 Americans, and 1 New Zealander. Quite a diverse crowd! The financials are nearly complete and it appears a profit was made. A full report will be sent to the Convention Coordinator, Larry Sebelley. Other conventions can then utilize this report to help with their planning.

In Division news, things are busy with multiple events happening in the fall and spring. Our next two Division Conventions are well underway in the planning stages. Stay posted for news on the upcoming events.

I hope to see you all in Eugene, Oregon, next April.

Ed

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## **7<sup>th</sup> Division**

**John Martin, Superintendent**

The 7th Division has been very quiet since our annual Railway Modeller's Meet at Simon Fraser University in Burnaby BC.

Many of our members attended the PNR and National Conventions and report that both events were most enjoyable. Special mention must be made of those from the 7th Division who assisted the 6th Division in staging Kootenay Express 2019 in Cranbrook. Without them, the PNR gathering would not have come off so well. Their names can be seen on the website and in Ed Molenkamp's report. A sincere thanks to each of them.

We hope you are having a relaxing Summer and that you'll join us in getting back to model railroading when Summer ends.



# PNR Interchange

The **PNR Interchange** is a free service for PNR members wishing to buy, sell, donate, or exchange model or prototype railroad related items. Commercial enterprise transactions and advertisements are not allowed except as provided for hobby stores below. Members may also use this service to request or solicit hobby or railroad related information, research results, and other resources or materials from other members. Members' classified ads and notices are restricted to text format only (no graphics) and length should be no longer than 120 words. Sequential ads of the same nature or having the same or nearly same content are not permitted. The suitability of submitted classified ads for publication is determined at the sole discretion of the Switchlist Editor. Email your submission along with your NMRA membership number to the Editor at [switchlist@pnr-nmra.org](mailto:switchlist@pnr-nmra.org)

Hobby stores that support model railroading may include an advertisement in PNR Switchlist. The ad is limited in size to a business card size and should be provided in ready to copy and print format as determined by the Switchlist Editor. Advertisements for hobby stores that provide a discount for NMRA members shall be so identified with the advertisement. Hobby store ads may be run sequential issue to issue.

**FOR SALE:** The 3rd Division has back issues of the *Short Line and Narrow Gage Gazette* for sale. We have issues from the 90's to 2016 and they are ONLY \$1.00 each plus shipping. Contact Tom Waters at 208-375-4796 or email [twaters8@msn.com](mailto:twaters8@msn.com).

**FOR SALE:** 3-rail O-gauge locomotives, rolling stock, track, and structures. E-mail to [rrbill10@comcast.net](mailto:rrbill10@comcast.net) for a pdf or send an SASE to Bill Pyper, PO Box 885, Salem, OR 97308 for list with pictures.

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# 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](mailto:timetable@pnr.nmra.org)

## 2019

### Aug 15-18, Big Valley, AB

16th Annual Alberta Free-mo. An entire hockey rink filled with a modular layout! Event open to all Free-mo module owners across North America. Set-up begins Thursday August 17th; commence running on Friday and go until Sunday at 4 p.m. Public viewing is 10–4 on each day, and admission is free for viewing! Sponsored by: Calgary Free-mo, a 100% NMRA Group. Info: [www.calgaryfreemo.ca](http://www.calgaryfreemo.ca), [info@calgaryfreemo.ca](mailto:info@calgaryfreemo.ca)

### Sep 14-15, Sherwood Park, AB

2018 Greater Edmonton Model Train Show. 10 a.m.–5 p.m., Millennium Place, 2000 Premier Way in Sherwood Park. Admission \$10, \$5 for youth 16 and under, children 4 and under FREE. Layouts, displays, clinics, dealers, and LEGO! Info: [www.mmrf.ab.ca](http://www.mmrf.ab.ca) email: [trainshow@mmrf.ab.ca](mailto:trainshow@mmrf.ab.ca)

### Sep 28 (Sat), Boise, ID

The 3rd Division Fall Meet at Shepherd of the Valley Lutheran Church, 3100 S. Five Mile Rd., Boise, ID 83709 (Victory and Five Mile). Opens 8 a.m. Info: [jerryrthomas.it@gmail.com](mailto:jerryrthomas.it@gmail.com)

### Sep 28 (Sat), Battle Ground, WA

THE 46th GREAT TRAIN SWAP MEET by the Southwest Washington Model Railroaders 9:30 a.m. until 2:30 p.m. at Battle Ground High School Gymnasium, 300 W Main Street, Battle Ground, WA 98604. Over 120 tables of railroad related items for sale: model and toy trains, photos, books, toy autos and trucks, bridges and buildings, train memorabilia, and much more. Operating train layouts in HO, O, and Z Scales plus test tracks for N, HO and HO<sub>N3</sub>. Admission: \$10 Beat the Crowd (9 a.m.), \$5 Adults, \$3 Students, Children under 6 years FREE with adult. Free Parking. For more information and table rentals contact: Larry Sprenkel, 14210 NE 26th Avenue, Vancouver, WA 98686, cell (360) 619-8899, Email: [Larry.sprenkel@gmail.com](mailto:Larry.sprenkel@gmail.com). Battle Ground High School gym: 330 Main St., Battle Ground WA. From I-5 exit 11, take WA-502 East 8 miles direct to location. Railroad models and materials in all scales and RR memorabilia. Customer parking: North of gym off Parkway Ave. Vendor info: Larry Sprenkel 360-619-8899 [larry.sprenkel@gmail.com](mailto:larry.sprenkel@gmail.com) Six-foot tables @ \$20 Sponsored by Southwest Washington Model Railroaders of Vancouver, Washington.

### Oct 12-13, Spokane, WA

River City Modelers open house, 1130 E. Sprague Ave., Spokane, WA 99202. Visit the River City Western HO scale model train layout. The 45 x 40 ft. two-level layout is a work in progress. Much of the scenery is completed, track work is mainly done and details are being worked on. There are approximately 19 scale miles of main line track. Open 4-8 p.m. on Saturday and Noon–4 p.m. on Sunday. Contact 509-535-3462 for more information.

### Oct 13 (Sun), Spokane, WA

The Spokane Train Show by the River City Modelers. 9:30 a.m. until 3:30 p.m. at the Spokane Fair & Expo Center, Bldg. A, B and C, 404 N. Havana St. Over 200 tables of railroad related items for sale: model and toy trains, photos, books, toy autos and trucks, bridges and buildings, train memorabilia, old lanterns, signs, china, linens, switch locks and keys, and much more. Operating train layouts in N, HO, S, O, and G Scales plus a very large Free-mo layout. Operation lifesaver and a LEGO layout will be there, too. Admission: \$6.00, 12 and under free. For more information and table rentals contact: Shirley Sample, P.O. Box 3065, Spokane, WA 99220 or cell 509-991-2317, home 509-292-8332. Email: [shirley@busnws.com](mailto:shirley@busnws.com).

### Oct 19 (Sat), Calgary, AB

40th Annual Boomer Auction, Sponsored by South Bank Short Lines Association. St Andrews Presbyterian Church, 703 Heritage Dr. SW, Calgary. Setup and viewing 8:30 a.m., dining car opens 9:30 a.m., auction starts at 10 a.m.. Info: John Wrinch, (403) 281-5745, [jawrinch@shaw.ca](mailto:jawrinch@shaw.ca)

### Nov 9-10, Vancouver, BC

Vancouver Train Expo 2019 at the Pacific National Exhibition Forum, 2901 East Hastings Street. Saturday 10 a.m. to 6 p.m.; Sunday 10 a.m. to 5 p.m. Adults \$12, Seniors (60+) \$10, Youth (6 to 15 yrs) \$6, Children under 6 Free, Family Rate \$30, NMRA members \$10. Lots of parking on the grounds (\$13) or easy access via buses on Hastings Street or Renfrew Street with connection to Millennium Line Renfrew Station or Expo Line 29th Street Station. Info: [www.vancouvertrainexpo.ca](http://www.vancouvertrainexpo.ca)

## 2020

### Mar 28 (Sat), Boise, ID

3rd Division NMRA Spring Meet, Shepherd of the Valley Lutheran Church, 3100 S. Five Mile Rd., Boise, ID 83709 (Victory and Five Mile) Registration - 8:30 a.m. Info: Chris Mesa [cmesa57@gmail.com](mailto:cmesa57@gmail.com)

### Apr 20-24, Eugene, OR

First Division will host the NMRA Pacific Northwest Region Annual Convention at the Valley River Inn. More information later.

**May 15-17, Camrose, AB**

Battle River Rails, 6th Division, Pacific Northwest Region, National Model Railroad Association, convention. Venue, prototype and layout tours, clinics to be announced.

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# Pacific Northwest Region Staff

## Officers

**President:** Kurt Laidlaw, 253-495-8351, [ananas99@klaidlaw.net](mailto:ananas99@klaidlaw.net)

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**Secretary:** Jerry Enders, 360-830-0560, [jerend@wildblue.net](mailto:jerend@wildblue.net)

**Treasurer:** Aaron Gibbens, 541-501-4401, [PNR-Treas@outlook.com](mailto:PNR-Treas@outlook.com)

**Asst. Treasurer (Canada):** Larry Sebelley, 604-858-5717, [sebelley@shaw.ca](mailto:sebelley@shaw.ca)

**Asst. Treasurer (US):** *Position vacant; please volunteer!*

**Office Manager:** Ed Liesse, 253-529-7405, [ELiesse@aol.com](mailto:ELiesse@aol.com)

**Immediate Past President:** Jack Hamilton MMR, 360-308-9845, [gradiver@wavecable.com](mailto:gradiver@wavecable.com)

## Committee Chairs

**Achievement:** Jack Hamilton MMR, 360-308-9845, [gradiver@wavecable.com](mailto:gradiver@wavecable.com)

**Ballot, USA:** *Position vacant; please volunteer!*

**Ballot, Canada:** Richard Sutcliffe, 604-467-4301, [ras1@uniserve.com](mailto:ras1@uniserve.com)

**Contest:** Christopher Jones, 541-824-0154, [lllandcij@aol.com](mailto:lllandcij@aol.com)

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**Education:** *Position vacant; please volunteer!*

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**7th Division:** John Martin, 604-594-9719, [jmartin@jdmartin.ca](mailto:jmartin@jdmartin.ca)


## Pacific Northwest Region National Model Railroad Association


 **Division 1:** Southwestern Oregon

 **Division 2:** Northwestern Oregon, Southwestern Washington

 **Division 3:** Southern Idaho, Eastern Oregon

 **Division 4:** Western Washington, Alaska

 **Division 5:** Eastern Washington, Northeastern Oregon, Northern Idaho, Montana

 **Division 6:** Alberta, Saskatchewan, Northwest Territories

 **Division 7:** British Columbia, Yukon

