



The Switchlist

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

February 2022

Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH-ENGINEMEN'S DAILY REGISTER

No.	ENGINEER AND	Com.	JOB	Highest	Left Round House of Home Track	SHIFT WORKED		Arrived Round House at Home Track	HOURS WORKED			Accumulated Miles	Explanation of Meal Period, Overtime, Delays, etc.
						Began Work	Quit Work		Meal Period	Straight Time	Over Time		

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Illinois Central Gulf Switchlist

5, Friday, February 7, 1982 at: Reserve
 5 AM Throttle : 0 Next Yard : St. Rose, LA
 Maduro Origin : Reserve, LA
 027 Destination: St. Rose, LA
 701 Cabir: 199044

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
 Williams

MAKE TRACKS TO EUGENE IN 2022 PNR CONVENTION

MAY 11-14, 2022
AT THE VALLEY RIVER INN
HOSTED BY THE 1ST DIVISION



The Switchlist

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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. 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. Articles on other aspects of model railroading are also appreciated.

To assist you with article preparation, the PNR website has posted a set of [guidelines](#) for formatting and submitting articles, photos, and other material for publication in *The Switchlist*. This also includes a style guide and list of key terms that should be helpful.

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. Deadlines for submissions are:

February 1

May 1

August 1

November 1

Complete staff and contact information is available in this newsletter and on the PNR website: 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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Social Interaction

One of the NMRA's four objectives through which it "...advances the global scale model railroading community..." is through social interaction. Here in the Pacific Northwest Region, we are blessed with many members who step forward daily to provide regional and division-level leadership, present clinics, host layout tours and operating sessions, lend a hand or advice to those among us needing assistance, and provide numerous other tasks and services. These all require social interaction and inevitably result in building of relationships, some obvious but many understated or imperceptible.

In this issue, we are presenting a new opportunity for you to do some low-key social interacting from the comfort of your home. Nope, not a Zoom call. We are launching an ongoing series of articles where you can share some of your model railroading interests through a simple, thumbnail description of your layout or module. My article on p.6 provides more background on the concept, suggestions, and request for your involvement. And I have taken the first somewhat shaky step in this endeavor by writing the first "pilot" article about my own layout, even though it's barely started (p. 26). So, if I can do it, so can you!

Also in this issue, you'll find some updated information about the PNR convention [Make Tracks to Eugene](#). A reminder: this will be the first in-person, regional convention since 2019. So, here's great opportunity to indulge in some face-to-face social interaction. The convention website provides a lot more information about the schedule, clinics, layout tours, contest, and other activities.

This is the season for nominations. We are seeking nominations for the PNR President and Vice President positions. More social interaction opportunities! And submit your nominations for the PNR President's Award. Background information for these is on pp.4-5.

The *In Memoriam* section on p.9 lists PNR members who have passed away over the past year. Please take a moment to remember them and their families. Welcome to all our new members who have joined the PNR over the past quarter. These folks are listed on p.10. As always, current members should really make an attempt to reach out to these new folks. Hmm. There's another social interaction opportunity.

We have five feature articles in this issue. Bob Parrish's superb 10-part series of articles about electricity comes to a close. Many thanks, Bob! Joel Williams, another member in the Boise area, describes the Boise Valley Railroad, a short line running from Caldwell to Wilder, Idaho. Then, Larry Sebelley describes the damage to the historic Othello Tunnels caused by severe storms in British Columbia last November. Tracy Stutler shares his experiences getting ready for and attending a regional NMRA convention. This is a must-read article for any of you on the fence about attending the Eugene convention this year. And, lastly, I already mentioned the article about my layout, the Great Falls Subdivision. Hopefully that forerunner will be followed by many to come from you folks.

The PNR officer, staff, and Division superintendent quarterly reports begin on p.29. These include the most current PNR financial statements and the 2022 budget compiled by PNR Treasurer Aaron Gibbens. We also welcome aboard Rick Martin as the Assistant Treasurer (US).

A vast number of social interactions occur every day within the PNR that keep us strong, and opportunities abound for you to join in the fun and contribute however you can. Don't hold back!

I hope to see you all in Eugene this May. Meanwhile, stay safe and in good health!

Greg Kujawa, Editor

PNR News and Announcements

Make Tracks to Eugene, PNR Regional Convention Eugene, Oregon, May 11-14, 2022

Rich Pitter, Superintendent, 1st Division

The 1st Division has pulled together a super program for you in 2022. The most current information about the convention is available on the convention website: www.maketracksto Eugene.com. Below are a few key items and updates we'd like you to be aware of as you make your plans to attend. Additional details are posted in the [November 2021 Switchlist](#).

COVID situation: State and local regulations and hotel rules for guests will determine, at the time of our convention, the question of participant masking requirements.

Registration

Registration is still open and available at the convention website. Click on "Register" at the top, and follow the instructions on the form to register electronically.

The [Valley River Inn](#) in Eugene is the host hotel for the convention. Hotel registration is still open and the special convention room rate is \$109.

Calendar

Wednesday, May 11—PNR Board of Directors Meeting, Ice Cream Social.

Thursday, May 12—Clinics begin.

Friday, May 13—More clinics.

Saturday, May 14—Even more clinics. Banquet in the evening.

Clinics

We have 35 clinics, an evening of nine mini-clinics, and a Modeling with the Masters clinic scheduled to be presented by many well-known modelers from across the West and from within our own region. These will cover a diversity of topics of interest to all of us. The convention website lists the names of the clinicians and the clinic titles.

Modeling with the Masters

Jack Hamilton, MMR, will lead a hands-on clinic on how to build an HO scale laser-cut wood structure (Motrack Models HO MOW Shed). Techniques and assembly tips applicable to many structure builds will be presented. **NOTE: Capacity is limited to 25, so sign up early.** A box large enough to hold your completed structure will be provided for taking your model home. Participants are reminded to bring the following items:

- small tool kit
- small cutting board
- cutting tools
- glue applicators
- clamping tools
- paint brushes
- acrylic paints

Layout Room

The [Umpqua Valley Model Railroad Club](#) from Roseburg, Oregon, will have their Free-mo layout set up on site for all to see.

Model Contests

We urge all convention attendees to participate in at least one contest. Certainly, everyone can participate in the People's Choice Contest just by completing and submitting their ballots. For those who do not wish to enter the formal contests, we ask you to bring and display exam-



Umpqua Valley Model Railroad Club module. UVMR

ples of your craftsmanship for the enjoyment of all. More details on the contest categories and forms can be found in the [November 2021 *Switchlist*](#).

Layout Tours

About a dozen local layouts will be open during the convention for registrants to visit. These will be self-guided tours and driving instructions will be included in the convention Timetable. A list of the tours is posted on the convention website.



Above are two scenes from the Lane Society of Model Engineers layout, one of the layouts open to convention attendees. Rich Pitter photos

Non-Rail Activities

The Non-Rail program has a room at the convention hotel for socializing, arts and crafts, and presentations. Participants are encouraged to bring their projects and possibly their sewing machines to share their experiences with others and to continue to work on their projects. See the convention website for a description of other planned activities.

Banquet

Our banquet speaker will be Duncan Campbell, owner of [Campbell Scale Models](#), located within First Division's boundaries.



PNR President and Vice President Election— Call for Nominations

Shirley Sample, Chair

It's that time again! 2022 is the year that we elect a new President and VP of the PNR. It is the job of the nominations committee to come up with at least two candidates for each position. Neither job takes a lot of time and most business is conducted via emails.

The committee consists of Robert Leatha, Brian Stokes, and me. Our email addresses are: rleatha38@gmail.com; bstokesndp@gmail.com, or shirley@busnws.com. My cell # is 509-991-2317 or home #509-292-8332.

If you are interested in being nominated or can think of someone who might be willing, please let one of the committee members know so that person can be contacted to confirm. Then we can get a candidate profile on them to be published in the next issue of *The Switchlist*. Nominations deadline is April 15th.

The Eligibility requirements and the Terms of Office are included below from the Bylaws.

Duties of BOD Members

1. The President shall:
 - a. Preside over meetings of the BOD and the Annual Membership Meeting.
 - b. Sign all contracts or other instruments in writing authorized by the BOD.
 - c. Be bonded in an amount sufficient to cover all PNR assets.

- d. Call special meetings of the BOD whenever deemed necessary.
 - e. Have and exercise, under the direction of the BOD, the general administration of the affairs of PNR.
 - f. Be responsible for enforcing the Bylaws and Policies of PNR.
 - g. Appoint various officers and committees as needed with approval of the BOD.
 - h. Appoint various committee chairs without the advice and consent of the BOD.
2. The Vice President shall:
- a. Perform the duties of the President during his or her absence.
 - b. Assist the President as requested.
 - c. Be responsible for membership promotion.

Eligibility

1. Each candidate for region office must:
 - a. Be a PNR member.
 - b. Be a natural person.
 - c. Not be under suspension from holding office.

Nominations

1. The procedures for nominations shall be published in the Region's official communication medium no later than 15 March of an election year.
2. Candidates for President and Vice President shall be nominated by one of the following methods:
 - a. Action of the Nominating Committee as published in the Region's official communication medium no later than 15 March.
 - b. A petition filed with the Nominating Committee Chairman no later than 15 April. Such a petition shall contain the signatures of at least 15 voting members of PNR and shall be accompanied by a written statement of consent signed by the candidate.
 - c. A letter of intent to return from incumbents running for re-election, or from a Vice President running for President. Letters of intent must be filed with the Nominating Committee Chairman no later than 15 April.

PNR President's Award—Call for Nominations

Dave Liesse, Chair

Nominations for the President's Award are now open. Any member of the Pacific Northwest Region may submit one or more nominations following the procedures listed below.

The President's Award honors a PNR member who has, through signal service to the hobby of model railroading, made the most significant contribution to the benefit and betterment of the PNR for at least the 12 months prior to the close of nominations.

Nominations should be held in confidence and sent to the President's Award Committee chair, Dave Liesse. They may be submitted by email or in writing, no later than 12 March 2022, to one of the following addresses:

nmradave@liessefamily.net

Dave Liesse
 Skingco Services, Inc
 33720 9th Ave S, Ste 9
 Federal Way, WA 98003-6735
 USA

Nominations must include the following:

- Nominator's name and contact information
- Nominee's name and division
- Reasons for the nomination, preferably addressing one or more of these categories:
 - NMRA national service
 - PNR regional service
 - Divisional service
 - Club participation

- Membership recruitment, retention, and service efforts
- Public support of the hobby
- Creative contribution to the NMRA, PNR, or division
- Other significant contributions in support of the hobby
- Additional comments in support of the nomination

Note that previous winners are eligible to win again – but only after an interval of at least three full calendar years. For example, the 2021 winner cannot be selected again in 2022, 2023, or 2024. You can find a link to the list of past winner at: <http://pnr.nmra.org/policies/PNR%20Pres%20Award%201960%20on.pdf>

For further information please refer to PNR Policy M-2, found on page 24 of the PNR Policy Manual. The manual can be found on the PNR website at: <http://pnr.nmra.org/policies/Policy%20and%20Procedures%20Manual%20rev%20070618.pdf>

PNR 2024 Convention—Save the Date!

Lori Sebelley, 2024 Convention Chair

The 7th Division's turn in the rotation to host a PNR Convention will be in the year 2024, with the date being May 22 - 26. As there will be NO RMMBC held in 2024 because of the Convention, it was decided this weekend would be an appropriate time for the PNR Convention to be held.

The Convention will be held at the Sheraton Hotel Guildford, Surrey BC. This hotel was chosen as it is close to shopping, restaurants, transit, freeway and the border. The hotel has available hotel rooms, clinic rooms, a display/contest/evaluation room, non-rail room, banquet facilities, and a couple extra rooms should we require them. The nice part is that with the exception of the hotel guest rooms, all the others are on the same floor for easy access.

Typically at a PNR Convention the following activities are held which we plan to have; clinics, contest/displays, AP evaluation, operation sessions, layout tours, prototype tours, banquet, prizes and non-rail activities. Along with these, a couple of other possible events might include OP Sig, cottage industries, and Modelling with the Masters hands on clinic and other surprises.

So please plan to save the date and be there. Further details will be posted in the Bulletin Board as they develop.

New Series of Articles Proposed— Sharing Information About Your Model Railroad

Greg Kujawa, Editor, *The Switchlist*

Who among us doesn't like to talk about our model railroad—whether it's already built or is still just a vision or long range goal? Wherever you may place your layout on that broad spectrum, we are offering a standing opportunity to share your vision, ideas, and past and present efforts within this newsletter.

Don't be too quick to dismiss this as someone else's opportunity. We all have something to share and it can be fun to do.

So here's the pitch. Beginning with this February 2022 issue of *The Switchlist*, we are launching a new series of articles that will feature model railroad layouts of PNR members. The intent is to give PNR members an easy way to “talk” about your layout—to share with fellow members what you've already accomplished or, if you haven't started layout construction, your vision, concept, “givens and druthers,” or any other information you'd like us to know. We want this to be a low-impact, non-intimidating way to share your efforts and ideas. In so doing, other PNR members will get to know your model railroading interests a bit better.

Think of it this way: If you were meeting with other model railroaders for the first time, how would you describe your model railroad if you had their attention for 10-20 minutes? Remember Show-and-Tell in grade school?

Guidelines and Suggestions

- PNR member layouts only
- This initial focus is on personal layouts, not club layouts. However, an individual's modules are invited if you're a member of a modular club.
- The layout can be at any stage of development—that is, conceptual, design, construction, completed, operational, or any combination of these.

- We're looking for a **basic overview** of your model railroad, perhaps just 1-3 pages, and that includes photos, drawings, and maps.
- These are not intended to be “how-to” articles.
- The article's content is quite flexible and can be based on the layout's stage of development.
- The layout could be described in a summary-type of format similar to the traditional *Layout at a Glance* sidebars you see in many model railroading magazines. See the detailed guidance and a template below.
- Here are a few other ideas on content:
 - Briefly describe notable design or construction challenges
 - Why you decided on the scale, prototype, or other aspects of your layout
- A few images would add a lot. Here are a few ideas or suggestions:
 - Photos of prototype railroad equipment, structures or scenes you're using for inspiration or ideas
 - A map of the geographic area you're planning to model (such as from Google Maps or Google Earth).
 - Photos of your “train room” or available space (it's ok if it's still empty space or has a car parked there)
 - Photos of the layout, whether it's only a shelf on the wall without any track or it's fully constructed.
 - Photos of any models (rolling stock, structures, scenery) you will use on the layout
 - Drawing or sketch of the track plan, if available. This could range from being a CAD drawing to a photo of the proverbial sketch “on the back of a napkin,” as long as it is legible. Providing the room dimensions or grid scale would be helpful. A schematic of your track plan is an option, too. The level of detail included is up to you, so it could just be a sketch of the main line.

Layout at a Glance Template

Below is a template for the optional *Layout at a Glance* section. You can approach it as a simple fill-in-the-blank section. These are only suggested items, and you can fill in as many or as few as you want. You can also add other items and it's ok to fill in “TBD” (To Be Determined) for any of these. An example of how I filled out the template is in the article about my layout, which starts on p.26.

Layout at a Glance (template)	
Railroad name:	Benchwork: (examples: no. of decks, open grid, L-girder, hollow core door, etc)
Scale:	Height:
Size: (benchwork or room dimensions)	Aisle width:
Prototype/theme: (prototype/freelanced/fantasy)	Roadbed:
Locale: (geographic location modeled)	Track: (rail code, handlaid vs flex track, commercial turnouts)
Era:	Scenery: (materials, techniques)
Style: (e.g., walk-around, shelf, mushroom, island)	Backdrop: (material, handpainted vs photos)
Mainline run: (length)	Control: (DC vs DCC, manufacturer)
Minimum radius:	Operations: (e.g., TT&TO, CTC, car cards, switch list)
Minimum turnout: (frog number)	Online presence: (blog, YouTube channel, or other; listed in NMRA RR Directory?)
Maximum grade:	
Train length: (no. of cars or length in feet of a typical train)	

How to Submit Your Article

If you are at all interested in contributing, please first give me a “heads up” via email at switchlist@pnr.nmra.org and we can schedule your article. The article will need to be submitted as a MS Word document. **Do not send it as a pdf file.** Photos, maps, and other digital images should be attached to the email as separate files (See *Images* below). In the body of your article, please insert numbered captions at the locations where you'd like your images to appear. Email your article and images to the editor at switchlist@pnr.nmra.org.

Deadlines for submissions are:

- February 1
- May 1
- August 1
- November 1

If you are at all hesitant about your writing skill, you may find helpful information in [Guidelines for Writing and Submit-](#)

[ting Articles and Style Guide for *The Switchlist*](#). I am also available to provide advice for your article.

Images: Image file names should be numbered or labeled to pair up with your captions. Photos (including any photos of your track plan drawing) should be sharply focused, have adequate lighting, and be JPEG files at medium to high resolution (1 MB to 2 MB). If necessary, a CAD track plan may be converted into a JPEG, pdf, or other commonly used image file type. I use CADrail and it provides the option of saving a layout drawing in a variety of formats (JPEG, PNG, TIF, etc).

Conclusion

We want this to be a positive, non-intimidating experience for everyone and a way to get to know each other, no matter where you reside in the PNR. So, remember ... the idea is to keep these articles short and simple to put together. Your article could be as basic as filling out the ***Layout at a Glance*** template and including one or two photos or a schematic drawing of your track plan. To be the guinea pig and provide an example, I have written an article about my layout in this issue of *The Switchlist*. I've only recently started building the layout, but would like to share what I've figured out so far.

So, what's the potential for this form of remote social interaction? There are currently over 1400 members in the PNR. I'll bet quite a few of you already have a layout started or maybe even completed. Some of you are Master Model Railroaders. And, 39 PNR members have their layout registered in the NMRA's online [Model Railroad Directory](#). Some of these folks' layouts have already been published in the model railroad press or been included in layout tours. That's great and that does not disqualify you from submitting an article here.

Depending on the interest and responses generated, we may be able to publish more than one article per issue of the newsletter. That would be great!

Many thanks in advance for considering this opportunity to share your model railroading interests with each other.

Not getting the bi-monthly NMRA eBULLETIN?

The new ***NMRA eBulletin*** comes out every other month near the 1st of the month. Either your SPAM filter is blocking it, or you need to update your email address with us. Have HQ update your address at: <http://www.nmra.org/customer-service-request>

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 — January 2021 through January 2022

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
January 2021	04	Mathews	J. Woodrow	Seattle	WA	Life Member
	05	Burkey	Steele	Missoula	MT	
February 2021	04	Ferris	Roger H	Shoreline	WA	Life Member
	05	Ficker	Jim	Lewiston	ID	
	06	Lane	Kenneth A	Calgary	AB	
	06	White	Gerald	Barrhead	AB	
March 2021	05	Cunningham	Allan	Spokane Valley	WA	Life Member
	05	Ebright	Hugh	Spokane	WA	
	05	Foster	Robert L	Post Falls	ID	
	05	Heimerdinger	Charles G	Veradale	WA	
	05	Krause	Glen	Spokane	WA	
	05	Leiss	Hilary H	Deer Park	WA	
	05	Lenoue	Ben J	Spokane	WA	
	05	Matzinger	Guy A	Cheney	WA	
	05	Semple	Richard G	Spokane	WA	
	05	Slocum	Philip R	Coeur D Alene	ID	
	05	Wesolowski	Steve	Spokane	WA	
	05	Whitney	Burt	Hayden	ID	
	April 2021	None				
May 2021	05	Johnston	David M	Whitefish	MT	Life Member
June 2021	01	Gamble	Harry (Woody) S	Klamath Falls	OR	Life Member
	04	Saunders	Raymon B	Puyallup	WA	
	04	Yeo	Donn	Redmond	WA	
	07	Forsyth	Don	Courtenay	BC	
	07	Schlosser	John M	Kelowna	BC	
July 2021	05	Evers	Kenneth W	College Place	WA	Life Member
	05	Haley	James F	Spokane	WA	
August 2021	None					
September 2021	07	Fleming	Henry W	Castlegar	BC	Life Member
	07	Franko	Robert	Montrose	BC	
October 2021	04	James	Gary	Poulsbo	WA	Life Member
	06	Rigsby	Clyde	Edmonton	AB	
November 2021	04	Jillard	William R	Renton	WA	Life Member
	04	Virgin	William P	Renton	WA	
December 2021	02	Pratt	Shannon	Portland	OR	Life Member
	03	Cochran	Walter J	Richfield	ID	
	06	Wilson	Douglas R	Grande Prairie	AB	
January 2022	04	Babinsky	Alfred	Gig Harbor	WA	Life Member
	04	Wagner	Ken	Bellingham	WA	

New PNR Members

November 2021–January 2022

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	Ballew	Stephen Craig	Medford	OR	04	Peretti	Family	Milton	WA
01	Mersh	Sean	Shady Cove	OR	05	Haddenhorst	George	Bozeman	MT
03	Rupp	Jim	Boise	ID	05	Herrmann	Benjamin	Pullman	WA
04	Barraclough	Hugh B	Seattle	WA	05	Herrmann	Carol	Pullman	WA
04	Bowen	Daryl	Anchorage	AK	05	Letourneau	Bill	West Richland	WA
04	Brooks	George	Mount Vernon	WA	05	Sasich	Michael	Whitefish	MT
04	Cope	Leonard	Bainbridge Island	WA	05	Sieren	Stephen W	Dillon	MT
04	Harper	Larry	Keyport	WA	06	Barr	George	Calgary	AB
04	Hauck	Scott	Seattle	WA	06	Revell	Keith	Edmonton	AB
04	Holiman	Robert	Yelm	WA	06	Watson	Robert	Calgary	AB
04	Kerr	Russell	Milton	WA	07	Pirie	Bob	Sechelt	BC
04	McComas	Stephen	Bremerton	WA	07	Revelstoke Railway Museum		Revelstoke	BC
04	Peretti	Stephen	Milton	WA					

Have you changed your address or other membership information?

Notify NMRA Headquarters

email: hq@nmra.org

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

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

Features

Basic Electricity ... No Math. I Promise (Part 10 of 10)

Article and photos by Bob Parrish, MMR, 3rd Division

This is the final installment of the ten-part series on electricity. I have had a lot of fun piecing this together and, thus far, I've not seen any sacks of feathers or smelled any boiling tar. It was never my intention that this be some sort of definitive treatise on electricity but it was a try at dispelling some misunderstandings on the subject and offer some ideas as to how to get some basic things done on your railroad.

I hope you have found some part of this helpful.

Bob

Part 10

Locomotive Wiring

Let's talk about internal wiring of a loco and wheel set pickups.

Most diesel locomotive models made in the last 20 years are pretty good and really do have all-wheel pickups. Locomotives before the 1970s mostly had what was called staggered pickups. That means one truck picked up power from one rail and the other truck saw the other rail. This staggered pickup operation was made all the worse with brass wheels. Many of these locomotives can be retrofitted with new wheels and made to pick up on all wheels.

Arguably, why bother? There are so many really cool diesel locomotive offerings today that unless you have some sentimental connection to one or another of them, put them up on your museum shelf and move on. There were some very cool old Hobbystown of Boston locomotives out there that you could jerk stumps with but they drew enough current to start a car. These are no longer practical, especially if you are headed to, or are already operating with, DCC.

To address current production diesel locomotives, most have what is called a split axle and all-wheel pickup. Simply translated, that means the axle is divided with an insulated center section that also carries the spur gear that drives the axle. The axle halves with wheel are pressed in from each side of the gear and set to flangeway standards. Often, these plastic centers will split and need to be replaced. These gear centers are still available from the manufacturers or from NorthWest Short Line. If you are to replace one axle center, consider replacing all of them at once. The new black engineering plastics need almost no lubrication and actually do better almost dry. These split axles also tend to move around some and need to be inspected regularly against an NMRA flangeway gauge. With the wheelsets removed, a small twist of the wheels will allow you to reset the gauge if necessary.

Older Athearn locomotives had a metal tape over the motor and a friction connection to a wand above each truck for electrical transfer from the truck to the motor. Solder a small jumper wire in a free loop of wire between the wand and metal tape. Athearn and Bowser trolleys use a small metal block for an axle bearing that moves electrical power to a metal collector that runs along both sides of the truck. These assemblies need to be cleaned from time to time and are fouled most frequently by too much lubricant and collected dirt.

If you have a loco with a wiper system that drags on the inside of the wheel, these too need to be cleaned from time to time. Close inspection will teach you how often your locomotives need to be cleaned. They are something of a vacuum cleaner for dust and grime and, if you have pets, it's amazing how much fur will turn up. Again, minimizing lubrication will lower the amount of dirt that is picked up and held on the wiper. Wipers really need no lubrication and get "wet" usually from too much oil from the axles. This oil also gets onto the flanges and tires of the wheelsets and transfers the oil to your track making the rail a dirt magnet also.

I am an adherent of the notion that a squeaky wheel needs some attention. I have only had one squeaky wheel in the last eight years and that was on a pilot truck of a steamer.

Most current manufacturers use a Vaseline-looking stuff that is designed not to flow around, but they tend to use so much that it creates its own problems. In most cases, removal of surplus grease will leave enough lubricant for the rest of the life of the loco.

There is no simple test for series resistance inside of a loco but if you have a blinking headlight or balky starting loco, give it a thorough cleaning and only a minimum of lubrication.

Take the time to clean your locomotives and inspect them regularly for dirt around the wheels and axles. I have a good friend in Boise who argues that there is nothing better for good operation of locomotives than running them regularly.

Servicing Steam Locomotives

Steamers are quite a bit more complicated to keep running well and it is a reason why many modelers shy away from steam at all. They all started out with a staggered-wheel method of electrical pickup and that in most cases has not gone well for good operation. When locomotives weighed near proto weight, they could crush through dirt as well as the arc welder currents that they demanded to make them move at all. Those days are all well behind us.

The light brass steam era of the 1960s and 70s actually did more to spoil people's opinion of steam than anything before or since. They used the same electrical pickup notions but no longer had the weight to force things to work well. Mantua, Bowser, and Varney all used very heavy zinc castings for boilers and before that they used brass and bronze castings. The Japanese era of brass steam locomotives were all made of light sheet brass and lost-wax detail castings. These were works of art but many took a lot of tinkering to make them run at all well and keep them that way.

Typically, the staggered pickup used the right side of the locomotive (as looking forward) for one side of the pickup and the left side of the tender for the other. This meant that half the wheels were insulated and did nothing to contribute to the electrical connection. The insulated wheels were on the left of the loco and the right of the tender. Many brass locomotives also had a spring-loaded tender truck that, in principle, should have aided in transferring the current from the tender truck to the tender shell but, in fact, really did not. My argument for this observation is the constant arc corrosion that occurs on the top of the truck frame and the tender bolster that becomes highly resistant to current flow after only a short period of operation. I wore the paint off of more than one tender while routinely cleaning the truck frames before figuring out a solution.

To test for good electrical pickup on both diesel and steam locomotives, run the following ohm tests with your meter and the loco on the bench in a suitable cradle. To test for the powered wheels of the loco to the motor, open the loco and put one ohmmeter lead on the motor (or red, for example, on the decoder harness in DCC) and the other lead on each wheel tire in the curve of the flange. This test expects at least that the tires are clean. It will show you any other resistance. Take a reading and then wiggle the wheel around a bit. The ohmmeter should show you nearly zero resistance or not more than a small decimal fraction of one ohm. If the number jumps around, you have poor connections across your wheel or axle pickups to the locomotive. Conduct the same test on the tender with one test meter lead on the other motor pickup (or the black on the DCC harness) and again give it the wiggle test. Similarly, the test should give you extremely low resistance and a number that does not jump around a whole bunch.

As necessary, go in and clean the various bearing and pickup surfaces. Again, too much lubricant can invent new problems.

For Particular Locomotives

You'll find me not too complimentary about Bachmann steamers but they have brought some modelers back to steam, so I suppose that is good. They have very good high-resolution detailed castings but their electrical pickups are terrible. The older tenders had a phosphor bronze wiper on the axle that went to the bolster and a flat washer that was to make the connection to the tender (which is plastic) side pickup. This was a poor notion, at best. Similarly, they had a phosphor bronze wiper system that touched against the back side of the drive wheel tires as the spoke portion of the drive wheel is plastic on both sides and thus insulated. These wipers were dirt magnets and often did not follow the driver wheels very well because they were free to move great distances side-to-side to allow for tight-radius operation and allowed them to be advertised as such. The wipers frequently became jammed into the draft plate and before long you had a no-wheel pickup system. Most often, they needed the draft plate on the subframe of the loco removed and these wipers to be adjusted to follow the wheel travel fully. If this was done, along with removal of the metric ton of white grease put in for whatever reason, they could be made to operate reasonably well. The tender pickups needed different attention, but I'll get to that later.

Most light brass Japanese and Korean locos had, and still have, staggered-wheel pickup and need to be converted to all-wheel pickup. This will be the subject of the next segment. If you are operating such locomotives, you have already made the choice to take them out of the box and run them. Many collectors never do this and have not had the opportunity to see these marvelous little locos at work.

If you still operate some Mantua, Roundhouse, and Bowser locos as I do, along with a small fleet of very light brass steamers, you will need to consider all-wheel pickups for these also.

You might question how any of this has to do with basic electricity, but recall that this started with a notion of getting current to your railroad. Why stop with the rails? The rails don't move much, the locos do, so this is about following the current all the way to the loco motor or decoder. With some effort, you can make most any loco operate well and with a minimum of maintenance.

Making a Loco into an All-Wheel Drive

Starting with diesel locomotives, almost all locos after 1990 have all-wheel power pickup and need only regular cleaning and maintenance. If you are serious about making an earlier loco run very well with all-wheel pickup, consider looking at later offerings from the same manufacturer if possible. Often, the truck assemblies were designed to fit earlier frame mountings.

Beyond that, I'm not an expert on diesel locomotive models and you might want to consult a local modeler who has experience with the manufacturer of your locomotive.

Consider also retrofitting power trucks into earlier diesel locomotives. NorthWest Short Line makes a really cool powered truck they call a Stanton Drive that comes wired for DC operation but, with the cutting of two wires, it becomes fully DCC-compatible and has wheelback wiper pickups. I put two in a steeple cab loco that I scratchbuilt about five years ago and they are a very good power drive and come in a lot of wheel diameter and wheel base options. NWSL has a listing on their website but a direct phone call will get you a pair of drives tailored to match your existing trucks.

As for steam locomotives, anything with staggered pickup should have additional pickups to make it into all-wheel pickup. In the previous segment, I went off about Bachmann so I'll not beat them up further except to say that their tender trucks can be made into an all-wheel pickup with the process that will be outlined below. All Japanese and Korean locomotives can have this done and not lose the value of the original loco as these pickup devices I will describe can be easily removed and return the loco to staggered drive.

I originally did this on standard gauge HO locomotives and only later made the same parts work on HO_{n3} locomotives.

To begin then, recall that this is about providing as low of a resistance current supply to the motor from the power pack or DCC control panel as possible. All-wheel pickup aids considerably in this effort as well as allowing a locomotive to better "walk" through a turnout or crossing.

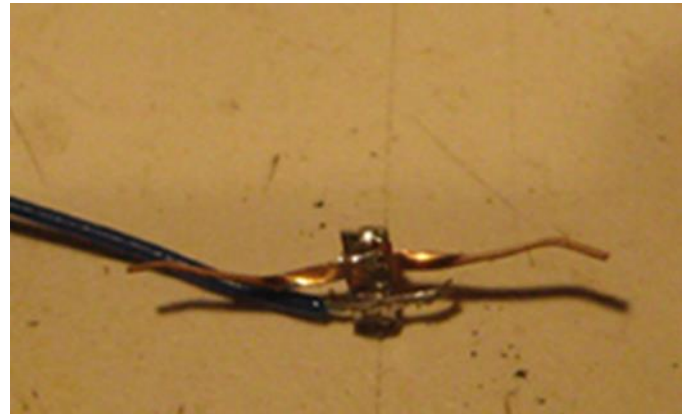
After experimenting with a number of wiper options, I settled on the following. I used the centering springs from the Kadee #5 couplers. I cut the "whiskers" off of the sheet metal center exactly at the factory-created 90-degree bend. This leaves a tapered whisker and a small square area that will become the soldering tab. One whisker has a small wiggle in it that will need to be straightened before use. I then take a 1/8-inch square piece of 0.020" copper-clad printed circuit (PC) board and solder two whiskers to each square PC piece along with a length of 28 gauge stranded wire (*right*).

When making the PC squares, file the edges so that there are no shreds of copper touching the other side where they might cause an electrical leak to the truck when mounted. I make pickup wipers in pairs with the wires going in a suitable direction for where it will be located on the tender.

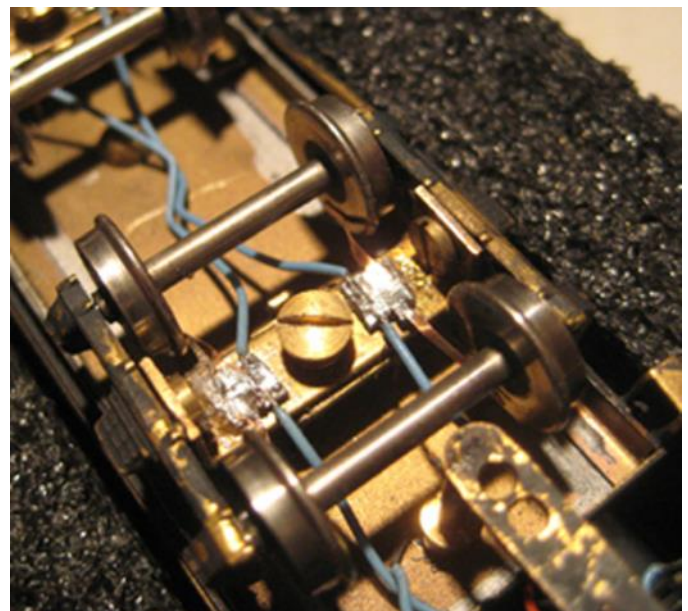
I then super glue the PC square to the underside of the truck bolster and bend the whiskers to drag on the back sides of the wheels, not the axle (*below right*). Some people may not like the shiny inside of the wheel but, when you see how well these work, you will agree it is worth it. Flex the wheelset in the truck frame to ensure that the wipers follow the back of the wheels when moved side to side in the frame. Adjust as necessary to make the wipers follow. The rolling friction of this is microscopic and does not seem to affect the pulling power of the locomotive.

These same wipers can be built and fastened to the underside of the locomotive's wheel retainer plate on the insulated tire side (left side) and that wire is taken to the tender for DC operation. This then will give you all wheels on the left connected to the tender. In most cases, wipers on the right side are not necessary as they connect pretty well through the locomotive frame, but the red wire on the decoder harness will need to be connected to the frame of the loco. The tender will need wipers on all wheels for reasons of dirt on the truck bolster to the tender frame as noted previously. Do not attempt to use the draft bar between the tender and loco for the transmission of current. Use soft flexible wire as necessary to cross between the loco and tender and use an insulated draft bar from Cal Scale, Kemtron, or equivalent.

The only difference in wiring then is for DCC. The wires need to go to the decoder harness and not just to the loco frame or tender frame. To say this in another way, the red wire will be attached to the loco frame and the right side wipers on the tender. The black wire on the decoder harness will go to the wipers on the left side of the locomotive and the left side of



Pair of wipers made from Kadee bronze centering spring and PC board.



Wiper assembly installed on a tender truck.

the tender. There is no need to go to any extraordinary means to keep current away from the loco frame or tender frame. Wires need to go to the decoder harness and then keep the decoder insulated from the tender housing with a piece of double-sided foam tape. My decoder of choice is a TCS T1 decoder when space allows or a Digitrax DZ series decoder. If you have not previously wired a loco for DCC, allow me to encourage you to find a local modeler with some experience who may assist you.

To test the wiring of the locomotive before placing in service, put an ohmmeter onto the locomotive with one probe on each side of the loco. With the decoder out of the harness plug-in, you should have an open circuit or infinite resistance, depending on how your meter displays such a reading. Any low number reading indicates that you have a leak between the two sides and should not be put on the rails until this is solved. In most cases, such an electrical leak will damage the decoder. A further test would be testing the left side driver wheels and the loco frame and show an infinite reading as well as the right side wheels of the tender and the tender frame to show an infinite reading.

If you are using a decoder that cannot be removed from the harness, I would expect to see a very high ohms reading up in the millions but not infinite. Recall that an ohmmeter can see through any sort of circuit and will show you what it sees regardless of how far it must to go to see it.

To set up the loco after that, if you have a decoder that has a removable harness, place it on the rails less decoder and power up your railroad. Assuming that things worked before, if it drops to a short, remove the loco and see if it clears. If so, there is a problem with the wiring of the loco that will need to be solved. If no short is indicated, proceed to install the decoder, place the loco on your test track, and ask for the loco's name (DCC address). If the decoder is new, you should have a reading of address 3, which is standard for new decoders. If the decoder has been previously used and named, it will show you what was most recently stored as a discrete address. Now would be a good time to rename the decoder to the number of your choice for this locomotive; usually something to do with the road number of the loco. Keep some sort of paper or electronic data log of your assignment on Excel or similar data sheet. You can also program other performance features as the decoder allows. I wrote earlier of a freeware system (DecoderPro) produced by [JMRI](#), which will allow you to easily program the decoder and create a log for you and is a huge help in keeping track of things as your fleet grows.

I am not an advocate of using the feature of resetting a decoder to factory original. I prefer addressing the functions that are relevant to operation on my railroad; beginning with the naming or numbering of the locomotive. Renaming initially prevents your inadvertently addressing more than one locomotive if programming on the main (POM), rather than on a programming track. If you have access to a Sprog, noted earlier, you can set up the entire operation, including naming, from a remote site and the JMRI software. This software also keeps a log of all locomotives so programmed with this system.

This is the last installment of this treatise on electrical stuff. If you have gotten this far, thank you for coming along and I hope you found at least some of this helpful.

Editor's note: The NMRPA Pacific Northwest Region does not promote nor endorse any specific manufacturer or product. Those identified in this or other articles are presented as the author's preferences or as examples only.

Othello Tunnels Destroyed by Flooding

Article by Larry Sebelley, 7th Division

In mid-November 2021, the upper Fraser Valley (Abbotsford to Hope) suffered what Mother Nature threw at us—three successive “Atmospheric River” events within a week. She dumped upwards of 300 millimetres (about 12 inches) of heavy rain on us. It was reported as the worst event in the last 100 years. Prairies flooded, rivers overflowed, and road and rail traffic stood still for the week. As of this writing, the downpour has returned to our normal wet winter, and the worst of it has receded.

Why would someone in the PNR really care, you may ask? Well, if you had the foresight to attend the 2008 PNR convention (Chilliwack Interchange), and if you were wise enough to avail yourself of the bus tour arranged to tour the Othello Tunnels in Coquihalla Canyon Provincial Park, OR, if you visited the tunnels yourself before November, 2021, good on you! Otherwise, there is a very good chance you may never get to see and walk through the tunnels. The Coquihalla River through the



Othello tunnels prior to November 2021 storm. BC Parks photo



Another view of the tunnels prior to November 2021. BC Parks photo

canyon rose about 20 feet, flooding the tunnels, filling them with mud and debris, and eroding parts of the river's edge supporting the tunnels. The tunnels have been closed indefinitely, and this writer expects the Province of BC will never see fit to undertake the massive repairs.

The five tunnels were completed in 1914 to allow the Kettle Valley Railway to complete its connection to the Canadian Pacific mainline at Hope, BC, using tools, techniques, and manpower available in the early 20th century.

A Vlogger based in Hope has shot, edited, and posted a YouTube video showing the devastation. The link is at <https://www.youtube.com/watch?v=DFLQmPEVoio> and runs some 23 minutes.

Watch and weep.



NMRA Partnership Program

NMRA members go to the NMRA website and log in at [Member Log-In](#). Then 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! Current partners are listed below.

Bear Creek Model Railroad, LLC	LARC Productions	Scale Model Plans
Build Your Model Railroad	Logic Rail Technologies	Scalecoat Paint
CatzPaw Innovations	MAC Rail	Scenery Solutions
Clever Models	Micro-Mark	Showcase Miniatures
CMR Products	Mine Mount Models	Team Track Models
Daylight Sales	Miniprints	The N Scale Architect
Deepwoods Software	MinuteMan Scale Models	The Old Depot Gallery
Deluxe Materials	Model Railroad Benchwork	Tichy Train Group
Digikeijs	Model Train Catalogue	Touch of the Brush Model Weathering
East Coast Circuits	Modelers Decals & Paint	Train Installations, LLC
Feight Studios	Motrak Models	Train Show, Inc
Gatorfoam	MRC (Model Rectifier Corp)	Trainmasters TV/Model Railroad Hobbyist Store
Great Decals!	Nick and Nora Designs	Trainz
Green Frog Productions	Northlandz	TSG Multimedia
HobbyWorx Tools and Supplies	Nscale Works	UGEARS
Hot Wire Foam Factory	OK Engines/Streamliners	Unreal Details
Jason's Brass Poles	Old West Scenery	USA Airbrush Supply/Badger Airbrush
K.I.S.S. Method Inc	Ram Track	WiFi Model Railroad LLC
LaBelle Woodworking Co.	RR-Circuits	

Discovering Idaho's

Wilder

Side

Exploring the Boise Valley Railroad (BVRr) Wilder Branch
Article and photos by Joel Williams except as noted



Wilder lies in southwest Idaho on the Western end of the Treasure Valley. The “Wilder Branch,” former Union Pacific Railroad (UP), is operated by the [Boise Valley Railroad](#) (BVRr) and runs 11 miles west from Caldwell, Idaho. The line runs up a smooth, sweeping grade while skirting the northeast side of Greenleaf, Idaho, until reaching it’s terminus in Wilder.

I started my mid-morning adventure at the western end of the branchline in Wilder (pop 1500). Wilder is a rural community on US 95, which sits in the middle of some very fertile farming ground near the Idaho/Oregon border (Fig. 1).

On the east side of US 95, at milepost 11, there are several agriculture-related buildings and a sugar beet dump. A beet



Fig. 1. End of the Wilder Branch line. West side of US 95.



Fig. 2. The tall crop in back is hops and it provides a backdrop to the Wilder sugar beet dump. Note the conveyor.

dump is a crop collection point for farmers to bring beets to in the fall. They are then loaded into trucks and hauled to a local processing plant (Figs. 2 and 3).

An old freight shed sits on a weed-covered siding in Wilder. The building proper has a new road mix ramp on the east side and new door access on the south but does not appear to be in use by the BVRR (Fig. 4).

East of Wilder is Allendale. Allendale Produce primarily handles onions and sits trackside to the South. The J.C. Watson Packing company, here at Allendale, packs white and yellow onions. Rail access to Watson Packing crosses Peckham Road to the north side. On my trip, there was a refrigerated boxcar spotted on the siding. (Figs. 5 and 6) This region is known nationally for the production of onions.



Fig. 3. Trackside view looking west into Wilder.



Fig. 4 An old freight house in Wilder.



Fig. 5. Allendale Produce.



Fig.6. J.C. Watson Packing.

This area is BIG ag country. Crops grown include potatoes, hops, onions, wheat, beans, and others. Heading east from Allendale, the line approaches Greenleaf, Idaho (pop 846). It descends southeast in a sweeping curve around this small community founded by Quakers in the early 1900s (Fig. 7).

East of Notus Road, which runs north and south at the bottom of the grade to Greenleaf, I found some soft-covered



Fig. 7. The descending grade begins at Greenleaf, Idaho.



The sweeping grade at Greenleaf.

woodchip hoppers containing cottonseed next to a huge pile of the same. Thanks to Luke Noltensmeyer, Andrew Tuning, and Rick Johnson for helping me uncover what commodity this was. Cottonseed is known to be an excellent feed for dairy cattle due to its high levels of fiber, protein, and energy (fat). Note the mobile auger conveyor present to handle the work. (Fig. 8).

One mile east of Notus Road, AmeriGas has a propane facility on a siding with a tank car connection (Fig. 9).



Fig. 8. Covered hoppers on south side of Idaho State Highway 19 west of Caldwell. The cottonseed pile dwarfs the covered hoppers!



Fig. 9. AmeriGas propane facility between Caldwell and Wilder on ID 19. Google Image

Further to the east along ID 19 is Gayle Manufacturing Co. GMC specializes in the production and erection of structural steel used in large complex buildings. The company has been around since 1968. The Caldwell plant has been operational since 2018 and been involved in major projects such as the Uber Headquarters, Chase Event Center Towers, and various Google Campuses (Fig. 10).

Following an extensive upgrade to the existing plant, the J.R. Simplot Company re-opened their state-of-the-art potato processing plant 2.5 miles west of Caldwell in 2014. There are many opportunities here for rail service, including tank cars, and refrigerated units. This plant is massive! You drive by these facilities for 1.2 miles past seven gates (Figs. 11 and 12).



Fig. 10. Gayle Manufacturing Co., Caldwell, Idaho, takes delivery of steel for structural fabrication.

The Boise Valley Railroad (BVR) has trackage rights between Nampa and Caldwell on the Union Pacific Railroad as part of their lease agreement to operate the 25-mile Boise Branch, as well as the Wilder Branch.

The BVR is a subsidiary of Watco Companies of Pittsburg, Kansas. On these branch lines, they carry agricultural products, fertilizer, lumber, steel, and fuel.

As the branch line enters Caldwell, Idaho, (pop. 50,000), there is a spur that diverts southeast to an Archer-Daniels-Midland Corn Sweeteners facility. There are some tight turns getting through this iron spiderweb into the ADM shop! (Figs. 13 and 14)



Fig. 11. Western end of the Simplot potato plant, Caldwell, Idaho.



Fig. 12. Simplot plant in Caldwell. Shipping and receiving via rail and truck.



Fig. 13. Like birds in a nest with open mouths, these tank cars are ready to be fed with corn sweetness!



Fig. 14. Special driving skills required! This is a tight spur line.

The branch line follows E. Simplot Boulevard through Caldwell (Fig. 15). I noticed a gondola next to a pile of scrap west of the 4th Avenue crossing (Pic. 16).

As the Wilder Branch rejoins the Union Pacific main line at 4th Avenue in Caldwell (Fig. 17), I have to give some credit to the City of Caldwell on the rebirth that has happened downtown. The Indian Creek area is beautiful and the old Union Pacific depot is looking GREAT. (Fig. 18) It was a fun adventure “on my way” into Boise to stock up on Soo Line paint colors from Patrick at Hardwoods, Hardware, & Hobbies; and as a bonus, the finger steaks at the Indian Creek Saloon were a perfect topper for the day.



Fig. 15. Streetside in Caldwell about a mile from the UPRR main line.



Fig. 16. The view back west at the 4th Ave crossing in Caldwell. UPRR main line is immediately to the right.



Fig. 17. The Wilder branch line diverges from the UPRR main line (left) in Caldwell, Idaho. Darigold, a dairy cooperative headquartered in Seattle, is in the background.



Fig. 18. The former UPRR Station in Caldwell, Idaho, is looking terrific, as is the entire Indian Creek area.

Modeling Considerations

Modeling this branch line could be “loads” of fun. The setouts and pickups could occupy you and other operators as you enjoy the hobby. If you plan on modeling this branch, or one similar, you may consider several things:

- Since it's a branch line, you may need lightweight power for the presumably lighter rail.
- According to Amalgamated Sugar, UPRR stopped hauling hopper loads of beets by rail to their plant in Nampa, Idaho, but they still bring in other materials and haul out sugar via rail.
- You can read more about Amalgamated Sugar and sugar beet processing on the company's website:
- <https://www.amalgamatedsugar.com/>
- Hopper cars for beets, bulkhead flat cars for steel, propane tankers, refrigerated boxcars, as well as high-sided wood-chip hoppers would make terrific traffic for this line.
- One could employ grain loading boxcars or newer hoppers to move product to market.

The Wilder Branch Line, or one similar, would be a perfect fit for a shelf layout or that stretch of your line that you have wanted to develop.

If you go:

- The branch begins near 4th Ave and Main St. in Caldwell, south of I-84. Take the 10th St Exit.
- Radio scanner frequencies: UPRR Huntington (Nampa - E. La Grande) 160.515; BVRR (Wilder Operations) 160.845
- BVRR runs operations on the Wilder branch three times per week.

Joel Williams has been an Idaho resident for 45 years. He lives in Fruitland where he is the band director at Fruitland High School. He is modeling the Soo Line railroad in HO scale.



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 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!

Conventions—They’re for Rail Pass Members, Too

Article by Tracy Stutler, 5th Division
Photos by the author except as noted

Unless you have only joined the NMRA within the past few days, I’m confident you are fully aware of the upcoming Pacific Northwest Region’s regional convention to be held in Eugene, Oregon in May. I’m also confident that the majority of us who attended our last in-person NMRA convention are looking forward, as we never have before, to attending this one. For most of us, our last in-person convention was the PNR’s “Kootenay Express 2019” Convention in Cranbrook, British Columbia, in May of that year. Since that time, though, many new names have been added to our membership roll. These names represent people whom I consider all to be new to our organization whether they joined shortly after Cranbrook or if they are still awaiting their first membership card to arrive in the mail, and whether they are a Full Member or a Rail Pass Member.

You see, my first NMRA convention experience showed me that this organization is more than just an educational website and a monthly magazine. Through that experience, I discovered the “other ninety percent” of the NMRA—the members who are its heart and soul, and the abundance of knowledge, encouragement, and friendship that those people can provide, especially to a new member. That discovery made me feel like a brand new member all over again! Therefore, I’m inclined to feel that any of us who have not yet attended an in-person convention are still, unknowingly, new to NMRA.

I have to admit, however, that I was rather hesitant to attend my first convention. I had only recently joined the NMRA as a Rail Pass Member at the time when I saw there was an upcoming national convention to be held in Salt Lake City. I began to seriously consider going, being enticed by the rich educational experience that it would deliver, and the fact that it was only a day and a half drive from my home in north Idaho. The clinics and tours were going to be exactly what I needed to help me get my model railroad built and running.

So, I checked on the line item balance in my home budget entitled “Trains” and began calculating the cost of attending: gasoline, food, motel room, registration, tours, Modeling with the Masters clinics, and miscellaneous. I could make it happen. But I kept comparing the two totals that I had just come up with—budgeted trains balance and total estimated cost of the convention. “Gee,” I thought. “They’re awful close. I’d better think on this a while.” And think I did—for two weeks! The bottom line, though, was simply this—“I’d rather spend the money on my layout. I’ve just got to get trains running!” I would have to sacrifice what I knew would be a great convention experience, and, instead, put my money towards building my layout. A trip to an NMRA convention would have to wait for some other time.

So, I decided to temper my disappointment by spending time on the NMRA website. After all, the website is fabulous. There’s so much good stuff! Being a brand-new member, I felt like a kid on Christmas morning, not sure which link to open next. Eventually I clicked on *Regions* and then the sub-title *Region Conventions*. “How about that,” I thought. “There are even somewhat local conventions available in this organization.” A couple more clicks of the mouse and up popped the website for Kootenay Express 2019, just a little over two hour’s drive from home! Now, here was a real possibility! It was close enough that I could commute, which would save me valuable dollars that I needed for my layout. There were layout tours and clinics available, a contest room, and Achievement Program evaluation, opportunities to meet fellow modelers at the ice cream social and banquet, a railroad museum next door to the convention site, and a train show just a few blocks away! I could still attend a convention and, at the same time, save the bulk of my “Trains” budget for my layout. Yes, it looked like a good deal, but I wasn’t even certain I was eligible to attend. My membership card



Modeling With the Masters. There were 26 different clinic offerings at the convention in addition to this session of Modeling with the Masters—“Building A Laser-Cut Structure.”



Mine Tour. Kootenay Express 2019 offered two excellent prototype tours. One of Canfor Forest Product’s sawmill/planer mill and train car loading facility, and the other of Kimberley, British Columbia’s Sullivan Mine. The Sullivan Mine produced lead, zinc, silver, and tin ore.

said my membership didn't officially begin until the convention was over and, after all, it was being held in Canada. Maybe the PNR had a separate convention for us U.S. members.

A few days later, I decided to find out. I emailed Lori Sebelley, the convention Registrar, asking if this was a convention I could attend. Her prompt and welcoming reply was all that was needed to tip the scales and make my decision for me. I immediately shared my decision with my wife, Debby, who had been encouraging me all along to go. She was all smiles, but I sensed a slight twinge of disappointment in her voice when I said I would be commuting back and forth each day. To her, that meant she would not be tagging along and getting to stay at the resort hotel, one of her favorite treats in life. To me, it meant saving on registration fees and a motel room, and not having to pack a suitcase.

Trying to lay aside my feeling of guilt in causing Debby's disappointment, I set myself to the task of serious convention planning. I printed a copy of the convention schedule and began circling and underlining clinics, layout tours, meetings, social events, railroad museum visit, the train show, banquet, and trips to the contest room. The more I thought about that contest room, the more I entertained the idea of actually entering one or more of my structures. You see, I'd spent the previous four years remodeling and finishing my 40'x60' shop building so that it would include a room for my model railroad. During that time, I developed a track plan and filled the long winter days in the interim building structures that I knew would be needed once the train room was ready. I had been studying the requirements of the NMRA Achievement Program and was really interested in giving it a try. I understood from the website that I could enter a structure for merit award consideration and have it judged as part of the contest, too. This could make my convention experience all that more interesting. However, I was a greenhorn in this organization. Everybody else in the AP evaluation and contest would be veterans—experts—even Master Model Railroaders! I had lots of excuses for not entering, but Debby kept encouraging me to give it a try anyway.

So, I picked out a combination station that I had scratch-built, printed-off forms #901 and #902, and began the process. Ten hours of labor later, I had an entry ready. Looking at the calendar, I saw that I still had two more weeks before the convention started, so I picked out a second structure and printed-off more forms. This one only took eight hours—a twenty percent improvement. "OK," I thought. "Still thirteen days left. Let's do another one." The process was getting a little easier, and the weather outside wasn't all that great for working in the yard, so I printed more #901s and #902s. A couple more days of work and I had six structures ready to enter. The calendar said I still had eight days before I'd be making the drive to Cranbrook, and AP guidelines said there was no limit on how many structures I could enter. So I printed-off six more sets of forms.

All the time I was working on the forms, I kept questioning the wisdom or folly of it all. Here I was preparing to place twelve structures in an AP evaluation review that I really knew nothing about other than what I had read on the NMRA website. This could turn out to be a real disappointing, even embarrassing, experience. But Debby kept the positive reinforcement coming and I boxed up my structures for the trip north.

Finally, the opening day of the convention arrived. I had planned on taking Debby along with me this first day to help with carrying boxes and going through the check-in process. After a beautiful drive into British Columbia, we made it to the convention center. Now remember, at this point I didn't know a single member of the NMRA, and a flood of apprehension washed over me as I approached the registration table because I'm really not very good at meeting people for the first time. However, Debby is and, to my relief, the first one to greet us was Lori Sebelley, the convention Registrar with whom I had been communicating by e-mail. Lori's genuine friendly welcome provided me with a soft landing into the NMRA. She allowed me to pepper her with questions about convention activities, times, and places. And, of course, she was eager to share all the



Contest Room Structures. Two of the author's twelve scratch-built structures which helped him achieve his Master Builder of Structures certificate. Greg Kujawa photo



Sleeper Car. The Rocky Mountain Prestige Resort provided an appropriate atmosphere for an NMRA convention being located just 50 feet from the CPR mainline and next door to Cranbrook History Centre's collection of vintage passenger cars. Rooms 141 and 142 of the resort are located in a first-class CPR sleeper car built in 1921 which was acquired by the resort and refurbished in 2006.

convention offerings with us, including all the great non-rail activities that Debby could take part in. (I forgot to send Lori the memo—the one about Debby not staying for the convention). Too late! Lori is a very effective salesperson. Add to that, the fact that we were standing right beside the hotel check-in desk, and the fact that they just happened to have one room still available, the Louis XIV Deluxe Suite, and the fact that I just couldn't disappoint her again. We were staying. I was paying for another convention registration, and another banquet ticket, and an ice cream social pass, and a hotel room—the Louis XIV Deluxe Suite. Plus, I was headed back home to help pack a suitcase!

The convention experience was a great one—for both of us. Lori isn't the only friendly and helpful member of the NMRA. This organization is blessed with an abundance of individuals just like her. The clinics, tours, railroad portion of the historical museum, and the train show were great! The banquet was first-class. The Louis XIV Deluxe Suite was pretty nice, too. But, the definite highlight of the whole convention for me was the AP evaluation process. Here, I got to sit down with three Master Model Railroaders, listen to their comments, and ask them questions as they evaluated my structures for possible merit recognition. I commend NMRA leadership in their wisdom to include the modeler in the evaluation process. I received insights and encouragement that I would never have gotten from reading an article or watching a video.

I may have balked a few weeks earlier at joining the NMRA, but now there was no longer any doubt—this Rail Pass Member would become a full dues-paying member come renewal time! As for packing that suitcase and paying the extra convention costs—it was worth it. Besides, Debby pitched in with some of her Sewing Budget money and paid for one of the nights in the hotel room. As for all those #901s and #902s, all twelve of my structures received a Merit Award! I was actually able to earn my Master Builder of Structures certificate. Two of the structures even did well enough in the Contest to bring home a second place and a third place award (icing on the cake).

It's my hope that every member of the NMRA who has never attended a regional or national convention will do so, and soon—especially those who are brand new to the organization! These conventions are for you, too. Until you do, you are not getting the full value of your membership dollars. Cash-in on the “other ninety percent” of the NMRA. For you, that may happen as you [Make Tracks to Eugene!](#)



Banquet. Convention events concluded with a well-run banquet session, which included a raffle and keynote speaker Jim Cullen, who works as a consultant with numerous railroad museums and historic sites. Greg Kujawa photo



PNR Train Orders

Any member who has elected to unsubscribe to the *Train Orders* direct email (via Constant Contact) but now wishes to resubscribe needs to contact Jack Hamilton, *Train Orders* editor/dispatcher.

These are the instructions to resubscribe:

1. Send an email to gradiver@wavecable.com with your name, NMRA #, email address, and a request to resubscribe.
2. When you receive the confirmation message from Constant Contact, promptly complete the actions required.

Great Northern Railway, Great Falls Subdivision

by Greg Kujawa, 5th Division

Photos and images by the author except as noted

[Editor's note: This is the first of a new and (hopefully) ongoing series of articles spotlighting model railroad layouts of PNR members. Being the first published in this newsletter, it serves as a basic example of what we're seeking from other members. The type and amount of content provided is up to the author. For more background and details, please see my article on pp. x-x.]

My proto-freelanced layout is aimed at representing the Great Northern Railway's Great Falls Subdivision, Montana Division, located in north central Montana in the early to mid-1960s. The prototype is a 100-mile stretch of single-track main line that was formerly part of the Butte Division's 3rd Subdivision. The Great Falls Sub is a bridge route between the Pacific Northwest and central/southeastern US (including the Gulf Coast). It also serves the "Golden Triangle" wheat growing region of Montana. The Great Falls Sub continues to be an active operation for BNSF Railway.



West half of GN system from the *Great Northern Railway System Timetable, April 24, 1966*.
GNRHS and NPRHA Joint Archives

Goals

I really enjoy building models but am gaining an appreciation for prototype operations. So, the layout is designed to provide opportunities for both. I also want a continuous-running option to support visitor railfanning or to just run trains, so I'll need to install a swing gate or drop bridge. I appreciate diversity in all things railroad-related. The layout will include rural and urban scenery, industrial switching, and some open running. And, a variety of car types and railroads are justified since the prototype is a major bridge route to/from the Pacific Northwest.

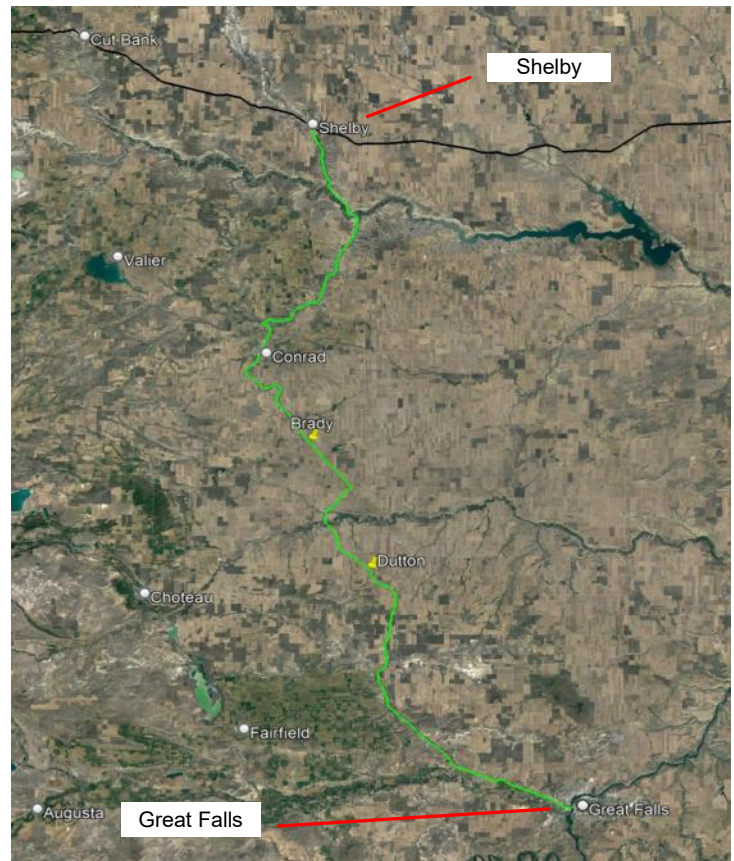
Concept/Theme

The layout focuses on the grain industry during its transition from 40' boxcars to covered hoppers. So that diversity of freight cars in just this one industry is justified. Both types would be loaded at rural grain elevators and delivered to a terminal elevator/mill complex. The era modeled also adds some complexity in modeling and operations due to different facilities needed for handling grain and milled products at the elevators and flour mill (e.g., boxcars vs airslide covered hoppers).

I had seriously considered modeling the Twin Cities, Seattle/Tacoma, or Portland as a grain delivery point, but happened to discover that Great Falls provides this opportunity with two large elevator and flour mill complexes.

Design

I do not plan to move again, but the layout benchwork is being built as sections for eventual easy removal (hopefully, way into the future). The overall track plan is a series of Layout Design Elements (LDEs) that compress 100 miles of the



The Great Falls Subdivision (green) and GN's east-west main line between St Paul and Seattle (black). Google Earth image



Grain elevators along the Great Falls Subdivision (Left: Brady, MT; Right: Dutton, MT).

prototype into a 28' x 38' space in my basement. Track alignment is based on GN prototype track profiles and station plats.

Signature Elements (LDEs)

- Compressed classification yards and railroad facilities at Great Falls and Shelby
- Two small agricultural towns with grain elevators (Brady and Dutton, Montana)
- Urban and industrial scenes: General Mills grain elevator and flour mill, plus other rail-served customers in Great Falls, and including the Missouri River bridge in Great Falls
- Rural scenes: Wheat-growing region of Montana with railroad bridges crossing three rivers (Marias River, Teton River, and Muddy Creek)

Operations

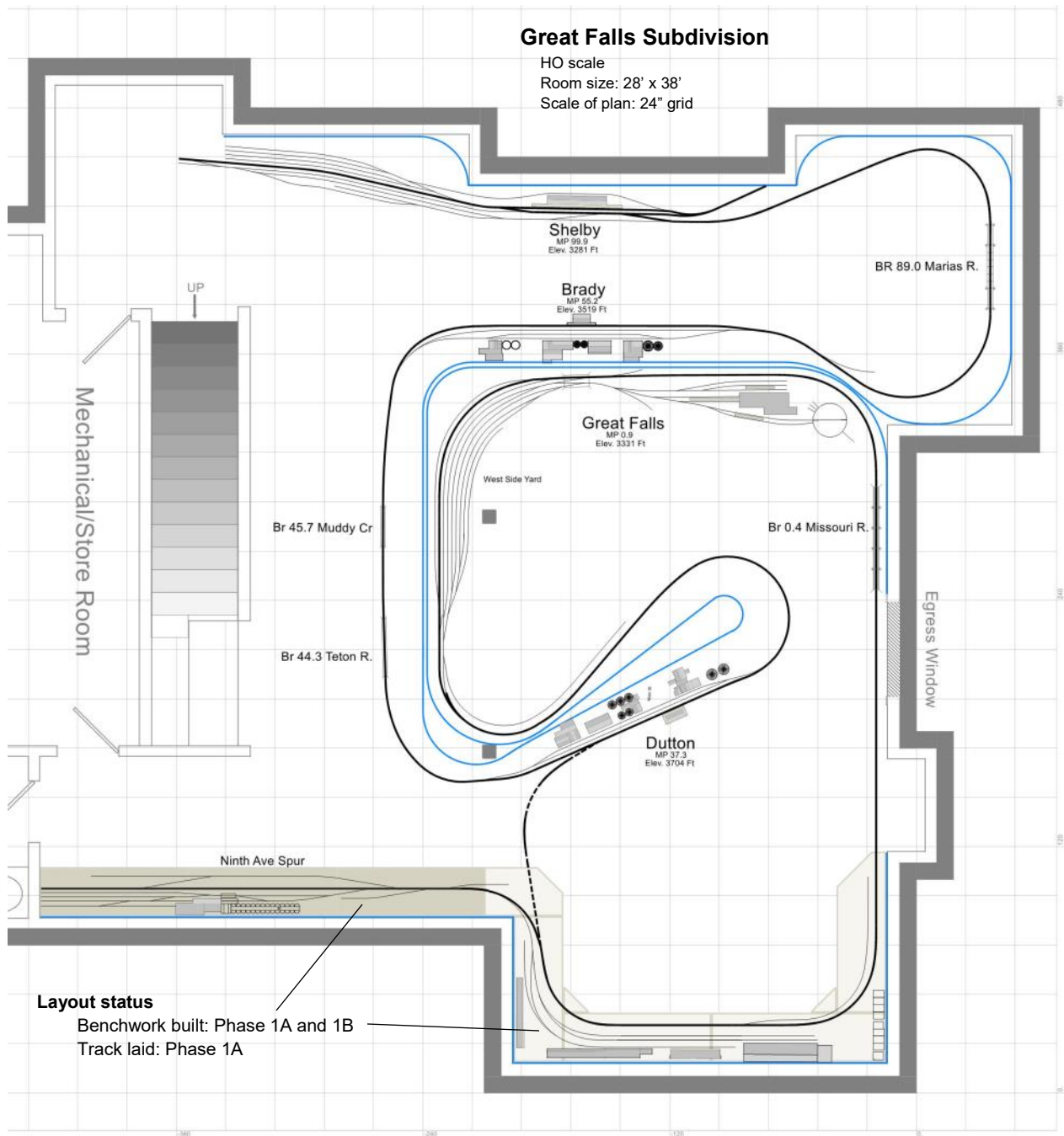
- Support low-key operations for a single operator or small crew of 2-4.
- Provide a variety of industrial and yard switching, local freight ops, interchange traffic, and occasional through freights (yard to yard).
- Staging to be provided by two easily-accessible, scenicked yards (Great Falls West Side Yard and Shelby Yard). These will be operated as fiddle yards where rolling stock can be brought onto and removed from the layout.



General Mills elevator and mill complex along the Ninth Avenue Spur in Great Falls, Montana. Google Earth image



General Mills LDE partially modeled. Phase 1A benchwork and track.



Layout at a Glance

Name: Great Falls Subdivision

Scale: HO (1:87.1)

Layout size: approx. 28 x 38 feet

Prototype: Great Northern Railway, Great Falls Subdivision, plus Ninth Ave Spur

Locale: North Central Montana

Era: Late 1950s to mid-1960s

Style: Walk-around; point-to-point with on-layout, visible staging and continuous run option

Mainline run: TBD (approx. 195-208')

Minimum radius: 30" main line, 24" industrial spurs

Minimum turnout: No. 8 (main), no. 6 (yards, spurs)

Maximum grade: 0% (level)

Train length: 8-12' (10-18 freight cars)

Benchwork: Single deck, sectional, open grid on twin-track shelving along walls and L-girder for peninsula

Height: 53-54"

Aisle width: 42" min.; 32" at two pinch points

Roadbed: Cork on ½" plywood subroadbed.

Track: Peco and Micro Engineering c.83; ME c.70 and 55

Scenery: Extruded foam insulation, Sculptamold, Hydrocal rock outcrops

Backdrop: 1/8" tempered hardboard with photos

Control: NCE Power Pro Radio DCC

Operations: TBD

Online presence: TBD

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, President

Value. The dictionary defines it as relative worth, merit, or importance.

As I have reported to you before, it is the highest priority of the PNR board of directors to look for ways to enhance the value of membership in the NMRA. During the past year, the board has made deliberate efforts to help our divisions make full use of Zoom, YouTube, and other media to provide programming when COVID restrictions prohibited in-person meetings. Now, even as those restrictions loosen up, we are seeing the integration of some of the on-line tools we used to communicate during COVID becoming our “new” practices and are seeing some surprisingly good results!

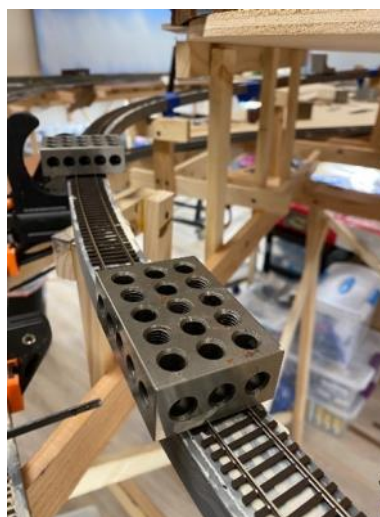
The board also adopted a plan that realigned how the Achievement Program (AP) is administered by placing more responsibility and flexibility at the division level. I believe that this will make the AP more appealing and easier to participate in than ever before. In the last *Switchlist*, we announced the formation of a new Education Team that will give leadership to enhancing the availability, quality, and variety of educational clinics, coaching and resource materials available to NMRA members in our region. I am particularly excited about the Education Team's interest in developing programs and teaching methods that appeal to new and younger modelers, stressing basic skills, innovation, current technology, tools, and procedures.

An area that the board is beginning to discuss is how can we encourage the model railroad clubs in our territory to become 100% NMRA membership clubs and how we can recognize those 100% clubs that go the extra mile to promote and recognize NMRA involvement by their members. I understand that nearly half of our region's membership belongs to 100% NMRA clubs!

I think we are making progress in adding value to NMRA membership in our region but there is certainly more work to be done! I welcome your suggestions and encourage you to help out where you can. The more hands we have, the lighter the load for everyone involved. So, if you have a skill set to share, a talent to lend, or some time to give and are willing to learn, let me or your Division Superintendent know. We could use your help and insight. I have recently reappointed Shirley Sample to head the PNR Nominating Committee this year. She could use your input as well.

Won't it be great to get back together again...in person?! The 2022 PNR Convention planning is in full swing. We will be heading to Eugene, Oregon, May 11-14 for what promises to be our best convention ever. I hope you are considering attending. See the Convention details announced elsewhere in this edition of *The Switchlist*.

Finally, as a note of personal update, in the last couple of editions of *The Switchlist*, I shared photos of the progress on my new home layout. Now that the weather has turned to “modeling season” in northern Idaho, I am spending more time in the train room. I have completed the spline on the main line for both HO and HO_{n3} sections. As I mentioned before, this is my first foray into spline and I really like it! The curves and transitions look great and it wasn't as messy as I anticipated. I now have almost all of the mainline track laid and wired and had my “first successful run” of a DCC sound-equipped Bachmann 2-8-2 on December 8th. I am considering it a major victory! I am using Code 83 and Code 70 flex track and mostly commercial turnouts, both secured with caulk adhesive. In addition to my NMRA Standards Gauge, I found radii gauges by RibbonRail quite handy for keeping my curve radius true even on the spline. I am using 1/2” plywood covered with a sound deadening fiber board (like Homasote) in the yards. I haven't completely decided on Tortoises or hand throws for all of the turnouts yet but I have powered



them all with Frog Juicers and like the results. By the way, I have mentioned in previous articles that I am doing more planning on this layout than any of my prior ones. So, along the way, I am regularly reviewing the Achievement Program requirements for Model Railroad Engineer–Civil and Model Railroad Engineer–Electrical. I will keep you posted on my progress.

From the Fireman’s Side of the Cab

Bob Parrish, MMR, Vice President

We seem to be returning to sequestered times where we rely on zoom gatherings and restricted personal gatherings. The good news is that so many more of us are prepared for this as we are able to use technologies that we have learned over the last two years. I had an in-person gathering with my local 3rd Division boys a few weeks ago and I fear that it will be the last for a time for a while. Not all are equally connected, so we will make what we can of it. I hope you are all able to make such adjustments and remain in contact with as many fellow modelers as you can. Challenging times for sure!

With that, I am reminded there is one thing that we and the hobby in general have benefitted from during this pandemic. Allow me to go on record with an acknowledgement that Zoom is here, reliable (sorta !), and a true value to our hobby. I don’t think we would have discovered that value of Zoom gatherings otherwise.

At the November board meeting of the PNR, I announced that my term as your vice president is to end later this year. I have a strong urgency for continuity (not to be related to my electrical stories that have been running in this publication!) and, with that in mind, I will not run for another term in this position. (Think LBJ in his March 1968 speech).

My consideration for continuity is held in Jeff Herrmann’s willingness to run for a second term as your president of the PNR. During the last two years, I have been privileged to work with him and many others on two major issues that affect all of our region members: the realignment of the Achievement Program and the foundational work on the creation of an Education Committee. Bill Fassett has hit the ground running in his management of the Achievement Program. Please see his Achievement Program Report elsewhere in this issue. Well done sir.

The Education Committee met several weeks ago and have a solid foundation with Jim Rice at the helm with the goal of a representative from each division.

With Jeff willing to serve a second term if elected, and a new VP to be seated, that overlap of thought, procedure, and momentum is well satisfied. I will reserve other parting remarks for a later issue of this publication.

A nominations committee is in place and will be looking out over the next months for suitable nominees for vice president. Volunteering to be placed on the ballot is not prohibited. I would encourage you all to consider the position of VP as it is not at all difficult, it is a lot of fun, and you get to visit with a lot of fellow modelers. After all of that, your board of directors, which include the division superintendents, are a great bunch to work with.

To go in another direction: In a series of stories that ran in the *NMRA Magazine* a year or two ago, Cynthia Priest published a number of articles entitled “Women In The Hobby.” I think it was the final story in which a lady modeler was interviewed and shared that she enjoyed building structures that related to places and buildings where she had lived, including the house she grew up in. That prompted me to consider building a model of the house in Chicago that I grew up in.

My house was a typical Chicago brick, two-flat apartment house where we held the entire building with my grandparents on the upper floor. I used Google Earth for street-level photos and family photos to make decisions on how things really were and not what I “think” I remember.

The construction caused me to use materials that I had not used before. This included a laser-cut basswood product from Monster Model Works that represents brick. It is available in many brick patterns and, when painted, retains the rough texture of fired brick. The sandstone trim was sheet styrene which is also a medium that I seldom use. The windows are from Don Tichy in North Carolina,



A present-day look from Google Earth.

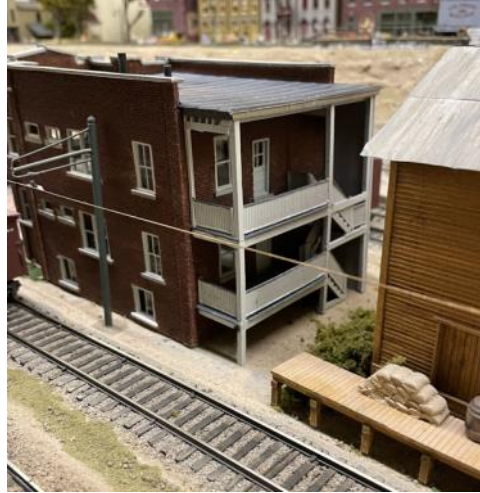


A look while still on the bench, nearly done.

and I am pretty dug in about real glass.

The building just got “planted” in the last few days and I’ve yet to make up the flower boxes that were in the front yard; but they will come.

I did not have a lot of locations for this on my railroad as this structure has a large footprint. It ended up along the trolley line in Boise. I wish I had lived this close to the tracks while growing up in Chicago. As it was, we practically “lived” in the Milwaukee Road yard at Cragin, about three blocks away. This was in the last years of steam and the near-retirement engineers would pull us up into the locomotive and let us ring the bell and blow the whistle. Great times to grow up.



A look at the back porch.



The building's location on the layout.

That’s what I have been up to..... What is on your workbench?

Office Manager’s Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of January 2021 through January 2022.

You can see by looking at the figures below what's happening with the membership of the Region. Our membership continued with its roller coaster effect during this last year with a net loss of 42 members. We did, however, bring in 106 new members during this period, of which 27 were Rail Passes and several were Family members and Student members. Unfortunately, we did lose 37 members to death during this period. Please refer to the list of deceased members in the *In Memoriam* section of the newsletter.

I keep mentioning the "large number" of Inactive Members but never show it, so here are some numbers. January 2020 had 4004 names, January 2021 had 4222 names, and January 2022 had 4315 names on the Inactive list! Compare those numbers to our active membership numbers in January 2022 with 1404 members! Surely some of those on the Inactive List are recent members that went on the 30-day and 60-day Past Due lists before giving up on staying members. Do we have anyone in our Divisions doing any follow-up with the 30-day and 60-day Past Due members to see why they are not renewing? Might be something to consider. If you look at the number of names in the Deceased portion of this report, you notice the large number of members from Division 5 and that they were all Inactive Members. This information was the result of a member in Division 5 going through the Inactive Report and identifying those members no longer with us so they could be removed from that report.

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	Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21		Nov-21		Dec-21		Jan-22		Net +/- over year Jul-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	
1	91	2	89	2	87	1	86	1	88	1	87	1	86	1	83	1	82	0	84	0	83	0	84	0	83	0	-8
2	127	2	121	2	120	1	119	1	118	1	120	1	123	1	118	1	121	2	121	2	119	2	117	2	116	2	-11
3	74	1	75	1	74	1	73	1	74	2	74	2	74	2	74	2	75	2	73	2	72	2	70	1	67	1	-7
4	454	8	451	7	448	8	454	9	454	9	452	9	450	8	437	7	443	7	446	8	449	10	456	9	457	8	3
5	181	5	180	5	196	3	202	5	201	5	202	5	198	4	196	4	198	4	201	5	201	4	203	5	207	5	26
6	239	0	234	0	234	0	232	0	227	0	220	0	220	0	219	0	218	0	213	0	209	0	205	0	208	0	-31
7	278	2	285	3	288	3	282	3	276	3	275	3	281	2	281	2	281	2	282	2	279	1	269	1	264	0	-14
Tot	1444	20	1435	20	1447	17	1448	20	1438	21	1430	21	1432	18	1408	17	1418	17	1420	19	1410	19	1404	18	1402	16	-42

Table 2. New members showing Rail Pass portion by Division

Div	Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21		Nov-21		Dec-21		Jan-22		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
1	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	1
2	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	4	2
3	1	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	5	2
4	5	2	3	2	2	0	3	1	0	0	2	0	2	0	1	0	2	1	4	2	3	2	4	0	33	10		
5	1	1	0	0	4	0	8	2	3	1	1	0	3	0	0	0	0	3	1	1	0	2	1	2	1	28	7	
6	3	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	11	0
7	11	3	1	1	2	0	1	0	1	0	0	0	0	0	1	0	1	1	1	0	1	0	1	0	0	0	21	5
Tot	22	6	5	3	11	2	13	3	8	2	3	0	5	0	3	0	4	2	7	2	8	3	8	3	9	1	106	27

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

Div	Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21		Nov-21		Dec-21		Jan-22		
	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	0	2	0	3	1	2	0	0	0	1	0	1	0	3	0	3	1	0	0	0	0	0	0	0	1	0
2	1	0	8	0	4	1	1	0	2	0	0	0	0	0	6	0	1	0	1	0	4	1	1	0	2	0	
3	2	2	1	0	2	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	1	3	0	0	0	
4	16	1	9	1	13	0	5	0	5	1	7	0	5	1	18	1	5	0	3	0	3	0	5	2	6	0	
5	19	1	4	0	1	0	3	0	2	0	2	0	6	1	3	0	0	0	0	0	2	0	0	0	3	0	
6	0	0	5	0	0	0	4	0	7	0	6	0	2	0	1	0	3	0	8	0	6	0	7	0	2	0	
7	5	0	0	0	1	0	7	0	7	0	1	0	2	0	1	0	1	0	2	0	6	1	12	0	4	0	
Tot	44	4	29	1	24	2	24	0	25	1	17	0	16	2	32	1	13	1	16	0	23	3	28	2	18	0	

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

Div	Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21		Nov-21		Dec-21		Jan-22	
	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	1	0	2	0	3	1	0	0	0	0	1	0	1	0	1	0	3	1	0	0	0	0	0	0
2	2	0	1	0	8	0	4	1	1	0	1	0	0	0	0	0	2	0	1	0	1	0	4	1	1	0
3	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	2	1	3	0
4	4	0	12	1	5	0	11	0	2	1	2	1	7	0	5	1	9	1	5	0	3	0	0	0	4	2
5	2	0	18	1	5	0	1	0	0	0	0	0	2	0	6	1	1	0	0	0	0	0	1	0	0	0
6	1	0	0	0	0	0	0	0	7	0	7	0	4	0	2	0	1	0	0	0	8	0	6	0	5	0
7	13	0	2	0	0	0	1	0	7	0	7	0	1	0	2	1	1	0	1	1	2	0	6	1	12	0
Tot	25	0	35	3	20	0	21	2	18	1	18	1	15	0	16	3	15	1	10	2	15	0	19	3	25	2

Achievement Program Report

Bill Fassett, AP Manager

Your region AP Team has been active since the last report, with six division AP Managers submitting awards. The team also met with the Superintendents via Zoom to pursue our goal of placing responsibility for AP program activities with the leadership of the divisions.

Featured Category: AP Certificate for Association Volunteer

In each upcoming edition of *The Switchlist*, I'll be highlighting an AP category. This issue will feature the certificate for Association Volunteer.

Recent Changes

Two recent changes in the requirements for the Association Volunteer certificate have been announced by NMRA. They will be reflected in future revisions of the Statement of Qualifications form.

- 1) Credit will now be allowed for virtual clinics as well as in-person clinics, as long as there is a handout provided as documentation of the clinic content. The first time a clinic is presented, it may be credited towards the Author certificate if desired, otherwise it counts towards Volunteer Time Units (TUs): National clinic, 3 TU; Regional clinic, 2 TU; Division clinic, 1 TU.
- 2) Layout tours may now receive credit if they are virtual tours. To receive credit, they must be narrated, not just a "camera train." The layout owner must be in the video discussing the layout. Layout tours only count towards Volunteer, not for Author. A virtual layout tour qualifies for 3 TU.

If you or your club opens the layout to public tours that are part of an NMRA activity, every participant in the open house earns 3 TU. To qualify as an NMRA Division activity, the division must publicize the open house as such, and appropriate listing of the tour on NMRA insurance reports must be made.

PNR Public Service Committee membership qualifies for 1 TU per month. The Public Service Program is described in the PNR Policy and Procedures Manual (Section T) as follows:

“The Program provides a variety of services to the public through the planning, development, construction, installation, maintenance, and/or operation of long term NMRA and Model Railroading hobby related layout or displays at public facilities such as libraries, hospitals, museums, visitor centers, or similar.”

If you have been involved in such an activity, contact your Division AP Manager or Superintendent who can then nominate you for membership on the PSC. Decisions on PSC membership and amount of credit are made by the Region AP Manager. In general, you will receive 1 TU for each month of involvement in a qualifying activity.

No statute of limitations on volunteer credit. Many members have been involved as volunteers but have never been recognized. For example, division officers other than the Superintendent receive 1 TU per month of service. As long as the service can be documented (such as by old issues of division newsletters), it can be credited. See your Division AP Manager if you have past service that has never been recognized.

Many Ways to Earn Volunteer Credit

You are eligible for credit if you have been any of the following:

- Region committee chair (e.g., Convention, Education, Newsletter editor)
- Division Superintendent
- Region committee member (e.g., Convention, Nominations, Education, PSC)
- Division Officer other than Superintendent (e.g., Asst. Superintendent, Treasurer)
- Division committee chair (e.g., AP Chair)
- Editor of newsletter for 100% NMRA club
- Judge at an NMRA model contest
- Individual or crew member who opens their layout for tours or operating sessions in conjunction with an NMRA event
- Clinic presenter

Awards Earned

Golden Spike—The following member has earned a Golden Spike Award:

Phil Miller

Merit Awards—The following members have earned Merit Awards:

Brian Ferris—Civil

Lee Knapp—Structures (6)

Larry Sebelley—Cars

Warren Smith—Cars (2)

Achievement Program Certificates—The following members have earned AP Certificates:

Tom Barrett—Association Volunteer

Peter Bieber—Association Volunteer

Robert Deem—Model Railroad Engineer – Electrical

Jerry Enders—Association Volunteer

Brian Ferris—Model Railroad Engineer – Civil

Bruce Himmerick—Association Volunteer

William Hupe—Association Volunteer

Lee Knapp—Master Builder – Structures; Model Railroad Engineer – Electrical

Greg Kujawa—Association Volunteer; Model Railroad Author

Richard Kürschner—Chief Dispatcher

Bob Parrish, MMR—Association Official; Chief Dispatcher

Jeff Shultz—Association Official

Gary Thurow—Association Official; Chief Dispatcher

The AP Team congratulates all of these superior model railroaders!

Parrish Runs Out of Forms!

By Bill Fassett, AP Manager

As noted in my report on AP activities, our Region Vice President and Division 3 AP Manager, Bob Parrish, MMR, received AP Certificates for Association Official and Chief Dispatcher in November 2021. This marks a unique accomplishment in the Pacific Northwest Region, as Bob becomes the only modeler in the Region to ever complete all 11 certificates in the Achievement Program. In addition to his MMR, which he earned in 2010, we have now been teasing him for achieving the designation, “ROF,” or “Ran Out of Forms,” since he has no SOQ forms left to complete.

There is no record kept nationally of how many members have similarly completed all 11 certificates, but it can't be very many. Bob is an example of someone who completed the various categories for their intrinsic value and enjoyment, not just in pursuit of the MMR. He is not the only MMR to continue to complete AP categories, by the way, as exemplified by **Jack Hamilton, MMR's receipt** of the Chief Dispatcher AP Certificate last summer, and there certainly may be others I'm not aware of.



Treasurer's Report

Aaron Gibbens

Below are the 2021 financial reports and the 2022 budget.

11:20 PM

02/04/22

Cash Basis

Pacific Northwest Region - National Model Railroad Assn Profit & Loss Prev Year Comparison January through December 2021

	Jan - Dec 21	Jan - Dec 20	Change	% Change
Ordinary Income/Expense				
Income				
Investment Income				
Dividends Received	412.75	676.41	-263.66	-39.0%
Interest Received	127.84	1.16	126.68	10,920.7%
Total Investment Income	540.59	677.57	-136.98	-20.2%
NMRA Dues Allotment	1,690.00	1,848.00	-158.00	-8.6%
Total Income	2,230.59	2,525.57	-294.98	-11.7%
Expense				
Awards				
President's Award	85.90	0.00	85.90	100.0%
Total Awards	85.90	0.00	85.90	100.0%
Committee and Program Expense				
Election Expense	0.00	47.96	-47.96	-100.0%
Total Committee and Program Expense	0.00	47.96	-47.96	-100.0%
Convention Expense	0.00	48.76	-48.76	-100.0%
Division Expense				
Division Dues Allocation	853.00	5,490.00	-4,637.00	-84.5%
Division Support	1,355.00	1,623.00	-268.00	-16.5%
Total Division Expense	2,208.00	7,113.00	-4,905.00	-69.0%
Financial Institution Fees				
Bank Fees	15.00	0.00	15.00	100.0%
Investment Fees	0.00	25.00	-25.00	-100.0%
Total Financial Institution Fees	15.00	25.00	-10.00	-40.0%
Insurance	1,372.00	1,340.00	32.00	2.4%
Internet Sevices	235.88	214.36	21.52	10.0%
Licenses and Registration	10.00	90.00	-80.00	-88.9%
Office Expense				
Postage & Shipping	127.95	88.94	39.01	43.9%
Total Office Expense	127.95	88.94	39.01	43.9%
Officer Expense				
President Expense	0.00	65.26	-65.26	-100.0%
Treasurer Expense	0.00	10.69	-10.69	-100.0%
Total Officer Expense	0.00	75.95	-75.95	-100.0%
Total Expense	4,054.73	9,043.97	-4,989.24	-55.2%
Net Ordinary Income	-1,824.14	-6,518.40	4,694.26	72.0%
Net Income	<u>-1,824.14</u>	<u>-6,518.40</u>	<u>4,694.26</u>	<u>72.0%</u>

11:24 PM

Pacific Northwest Region - National Model Railroad Assn
Balance Sheet Prev Year Comparison
As of December 31, 2021

02/04/22

Cash Basis

	Dec 31, 21	Dec 31, 20	Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
Envision Checking	3,394.92	3,480.90	-85.98	-2.5%
Envision Savings	30.59	30.59	0.00	0.0%
Envision Term Account	7,822.83	7,694.99	127.84	1.7%
Key Bank Checking	2,812.51	2,091.26	721.25	34.5%
Total Checking/Savings	14,060.85	13,297.74	763.11	5.7%
Other Current Assets				
Convention Loans Receivable	15.20	15.20	0.00	0.0%
Investment Accounts				
Cetera - PNR-NMRA				
Additions - Cetera 1	1,170.61	1,170.61	0.00	0.0%
Distributions - Cetera 1	-50.00	-50.00	0.00	0.0%
Opening Balance - Cetera 1	20,446.23	20,446.23	0.00	0.0%
UGL - Cetera 1	-1,097.22	-1,090.93	-6.29	-0.6%
Cetera - PNR-NMRA - Other	-3,710.92	-710.92	-3,000.00	-422.0%
Total Cetera - PNR-NMRA	16,758.70	19,764.99	-3,006.29	-15.2%
Cetera - PNR-NMRA #2				
Additions - Cetera 2	668.62	668.62	0.00	0.0%
Distributions - Cetera 2	-50.00	-50.00	0.00	0.0%
Opening Balance - Cetera 2	12,179.06	12,179.06	0.00	0.0%
UGL - Cetera 2	1,016.89	-303.61	1,320.50	434.9%
Cetera - PNR-NMRA #2 - Other	-2,093.28	-2,149.38	56.10	2.6%
Total Cetera - PNR-NMRA #2	11,721.29	10,344.69	1,376.60	13.3%
Total Investment Accounts	28,479.99	30,109.68	-1,629.69	-5.4%
Total Other Current Assets	28,495.19	30,124.88	-1,629.69	-5.4%
Total Current Assets	42,556.04	43,422.62	-866.58	-2.0%
TOTAL ASSETS	42,556.04	43,422.62	-866.58	-2.0%
LIABILITIES & EQUITY				
Equity				
Investment Equity Change	1,461.90	504.34	957.56	189.9%
Opening Balance Equity	53,965.94	53,965.94	0.00	0.0%
Retained Earnings	-11,047.66	-4,529.26	-6,518.40	-143.9%
Net Income	-1,824.14	-6,518.40	4,694.26	72.0%
Total Equity	42,556.04	43,422.62	-866.58	-2.0%
TOTAL LIABILITIES & EQUITY	42,556.04	43,422.62	-866.58	-2.0%

Pacific Northwest Region - National Model Railroad Assn
2021 Budget & 2017 to 2020 Comparison

	Budget				
	2022	Jan - Dec 21	Jan - Dec 20	Jan - Dec 19	Jan - Dec 18
Ordinary Income/Expense					
Income					
Convention Income					
Convention Profit Share	500.00	0.00	0.00	962.36	1,476.00
Total Convention Income	500.00	0.00	0.00	962.36	1,476.00
Investment Income					
Dividends Received	400.00	412.75	676.41	849.57	741.47
Interest Received	100.00	127.84	1.16	170.43	182.58
Total Investment Income	500.00	540.59	677.57	1,020.00	924.05
NMRA Dues Allotment	1,850.00	1,690.00	1,848.00	1,839.00	1,895.00
Total Income	2,850.00	2,230.59	2,525.57	3,821.36	4,295.05
Expense					
Awards					
President's Award	150.00	85.90	0.00	153.78	149.04
Total Awards	150.00	85.90	0.00	153.78	149.04
Committee and Program Expense					
Achievement Program Expense	300.00	0.00	0.00	340.90	651.42
Election Expense	50.00	0.00	47.96	429.36	0.00
Total Committee and Program Expense	350.00	0.00	47.96	770.26	651.42
Convention Expense	200.00	0.00	48.76	1,195.49	0.00
Division Expense					
Division Dues Allocation	2,745.00	853.00	2,745.00	9,465.50	1,618.50
Division Support	3,745.00	1,355.00	4,368.00	2,182.00	0.00
Total Division Expense	6,490.00	2,208.00	7,113.00	11,647.50	1,618.50
Financial Institution Fees					
Bank Fees	50.00	15.00	0.00	72.13	0.69
Investment Fees	25.00	0.00	25.00	25.00	25.00
Total Financial Institution Fees	75.00	15.00	25.00	97.13	25.69
Board Insurance	1,375.00	1,372.00	1,340.00		
Internet Sevices	250.00	235.88	214.36		
Licenses and Registration	50.00	10.00	90.00	336.00	0.00
Office Expense					
Postage & Shipping	150.00	127.95	88.94		
Officer Expense					
President Expense		0.00	65.26		
Treasurer Expense		0.00	10.69	178.95	
Web Site Hosting - See Internet Services					
Total Expense	9,090.00	4,054.73	9,043.97	14,379.11	2,444.65
Net Ordinary Income	-6,240.00	-1,824.14	-6,518.40	-10,557.75	1,850.40
Net Income	-6,240.00	-1,824.14	-6,518.40	-10,557.75	1,850.40

Pacific Northwest Region - National Model Railroad Assn
 2021 Budget & 2017 to 2020 Comparison

	<u>Jan - Dec 17</u>
Ordinary Income/Expense	
Income	
Convention Income	
Convention Profit Share	2,337.50
Total Convention Income	<u>2,337.50</u>
Investment Income	
Dividends Received	641.23
Interest Received	116.80
Total Investment Income	<u>758.03</u>
NMRA Dues Allotment	<u>2,441.00</u>
Total Income	5,536.53
Expense	
Awards	
President's Award	74.05
Total Awards	<u>74.05</u>
Committee and Program Expense	
Achievement Program Expense	575.55
Election Expense	
Total Committee and Program Expense	<u>575.55</u>
Convention Expense	
Division Expense	
Division Dues Allocation	477.00
Division Support	
Total Division Expense	<u>477.00</u>
Financial Institution Fees	
Bank Fees	0.00
Investment Fees	25.00
Total Financial Institution Fees	<u>25.00</u>
Board Insurance	
Internet Services	
Licenses and Registration	50.00
Office Expense	
Postage & Shipping	
Officer Expense	
President Expense	
Treasurer Expense	
Web Site Hosting - See Internet Services	
Total Expense	<u>1,201.60</u>
Net Ordinary Income	<u>4,334.93</u>
Net Income	<u><u>4,334.93</u></u>

Division Reports

1st Division

Rich Pitter, Superintendent

First Division has not held any meetings this past quarter. We recently issued the [January 2022 Brakeman's Rag](#) newsletter which is archived on our website.

Regarding the upcoming PNR convention in Eugene, we had a convention committee Zoom meeting last weekend. We'd like to bring special attention to models. We strongly encourage members to bring models to the convention. Aside from the model contest, which is optional, modelers may opt for AP Merit Evaluation, or to put their models on display only (not contest participants). We would really appreciate a well-populated contest room. We will also have space and contest judging for photos and craft items.

Thank you!

2nd Division

Jeff Shultz, Superintendent

2nd Division held its fifth Zoom meet on January 15th, with Ross Ames and Geoff Bunza presenting. Geoff, Jon Harrison, and Richard Kürchner provided presentations and information during the Open Mike session, and the meeting closed with a Q&A session with NMRA President Gordy Robinson. The video can be seen at <https://www.youtube.com/watch?v=kG245vWTVRw>. 2nd Division's next meet will be at 1 p.m. on February 19th, a Saturday. The link to the Zoom meet is <https://us02web.zoom.us/j/7313252846?pwd=OFBGR0tGWk10MIYyWUllczVMUFpkZz09>

2nd Division is interested in hearing from anyone who might be willing to present a clinic or layout tour at one of our monthly meets. Please contact superintendent@2dpnr.org for more information.

Nominations are also open for the Superintendent, Director 2, and Director 4 positions on the 2nd Division BOD. Additionally, Richard Kürchner, who currently holds the Director 4 position and Division Secretary appointment, will not be running and has asked to resign his position as Secretary at the end of his term. As an appointed position, the Secretary does not need to be an elected board member.

Anyone interested in any of these positions or wanting to submit a name for them may email nominations@2dpnr.org.

3rd Division

Shelley Shelstad, Superintendent

This is my first report as the new superintendent of the 3rd Division. I'm a lifelong Idaho resident; still working for a living; and an N-Scale modeler of Pacific Northwest mainline railroads (UP, GN, NP, and SP) in the mid-1950s. Four years ago, my wife and I purchased a 2,400 square foot unfinished basement layout room with living quarters attached above. We have done all the work ourselves to "finish" the basement, and expect layout construction to begin this coming summer.

The 3rd Division is beginning to wake up after our long "pandemic nap." We have started meeting again in person and in November had our first in-person layout tour in almost two years. In addition, we are holding a monthly in-person business meeting and also a monthly ZOOM meeting. Like many others, we have found ZOOM to be a great new tool to try to bridge a 400-mile wide division. So far, our in-person and ZOOM meetings have been attracting only 12-15 members, but it is a start.



2nd Division Meets Online

2nd Division has scheduled Meets on the 3rd Saturday of each month. For more info, see: <https://2dpnr.org/html/events.html>. Recorded Zoom Meets are at: <https://www.youtube.com/channel/UCWMrJ-wg0pHgoke3px4F66g>

4th Division

Russ Segner, Superintendent

We had a very successful public show at the Washington State Historical Society Model Train Festival at the Washington State History Museum in Tacoma Dec 17–Jan 2, 2022. Two of our modular groups, 4D N-Trak and our 4D HO, were there. These also were at the Great American Train Show in Puyallup.

Our monthly online layout tours have been well attended. All these virtual tours are recorded and posted on our YouTube channel at 4dprn.org in our “Get Connected” section. All PNR members are invited to attend. The schedule will be posted in the Grab Iron.

It is still anticipated that none of the other regional train shows will occur until later this year. Our finances remain stable as we have substantially cut back on expenses by not renting meeting spaces. We have opened the 2022 season with a combination of virtual meetings and occasional face-to-face meetings.

We have not yet announced our Spring Meet.

We look forward to seeing you all in Eugene May 11-14, 2022.

5th Division

Peter Armstrong, Superintendent

FAST TRACKS™ HO TOOLS AVAILABLE FOR LOAN TO DIVISION 5 MEMBERS.

Division 5 members interested in completing the Achievement Program “Civil” certificate, or who just want to build some turnouts and work in HO scale, may borrow a set of FastTracks™ tools from the Division:

- FastTracks jig for #6 Code 83 turnouts
- PointForm filing tool for #6 points
- StockAid filing tool for removing flange on stock rail (Code 70-83)

Members may contact Bill Fassett (b.fassett@comcast.net) to arrange loan for up to 6 weeks. Borrowers will need to pay postage both ways, and arrange for \$135 deposit (or credit card guarantee). You’ll need to buy your own consumables. Resources for using the tools are on the FastTracks website: <https://www.handlaidtrack.com/af-ho-t-6-me83>,

Upcoming Events:

- The [Tri-Cities Model Railroaders](#) club has resumed its weekly open houses for the public every Saturday 10–2.
- The Spokane Train Show will be on March 6th, 9:30 a.m.–3:30 p.m. at the Spokane County Fairgrounds building.
- The [River City Modelers](#) Open House will be March 5th, 4:00 p.m.–8:00 p.m.
- The annual 5th Division Business Meeting is scheduled for April 16th. The [Missoula Model Railroad Club](#) has graciously offered to host this year, so look for upcoming details on the 5th Division’s website.

Don’t forget that additional information about the 5th Division can be found on our website: pnr5d.org.



4th Division Online Resources Open to All

The 4th Division has a lot of resources available on its *Grab Iron* webpage: <http://4dprn.com/grab-iron-posts/>

These include announcements of upcoming online clinics and layout tours plus a YouTube Channel that includes recordings of past clinics and layout tours and other presentations. Here is the link: <https://www.youtube.com/c/4DPNRMovies>

6th Division

The Switchlist — February 2022

Ed Molenkamp, Superintendent

Greetings from the 6th Division.

At the beginning of this New Year, I hope this finds you all well. As restrictions are easing, conventions and meets are starting to be planned, which is very exciting. The Regional convention in Eugene, Oregon, will be taking place in May and I hope to see you all there.

Membership remains steady which is encouraging. Take care and I hope to see you all soon!

7th Division

Victor Gilbert, Superintendent

British Columbia's public health orders around COVID and its variants continue to recommend restricting travel outside of your local area to essential travel only. Additionally, international travel is discouraged. Event capacity remains at 50%, with mask and proof of vaccination required for entry.

The usual 7th Division events, Railway Modellers Meet of British Columbia (RMMBC) and Vancouver Train Expo (VTEEx), are in the planning stages, and in-person events are being considered.

The 7th Division has decided to have free online clinics three times a year. Our first one is scheduled for February 22, 2022, at 7 p.m. featuring "Old-Style Billboards." The clinic will be presented by Dave Ackmann from the Gateway Division of the NMRA.

The RMMBC is scheduled for May 2022. The RMMBC Committee is in the process of determining if an in-person meet is appropriate. If an in-person meet is not possible, RMMBC will be held virtually, as was done in 2020 and 2021. Check out the RMMBC website for details: <http://railwaymodellersmeetofbc.ca>.

The Vancouver Train Expo (VTEEx) has been idle for the past two years but is again in the planning stages for VTEEx 2022 and is currently scheduled for November 5th and 6th. Check the VTEEx website (<https://www.vancouvertrainexpo.ca>) site for updates.

The 7th Division continues to be deeply grateful to all First Responders and Caregivers who have provided unprecedented service during the COVID Pandemic. Our thanks go out to our committee members who continue to deliver an exceptional experience to the Model Railroad community, whether virtual or in-person.

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

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.

YOUR PERSONAL AD OR REQUEST FOR INFORMATION EXCHANGE COULD BE HERE!



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Do you have "excess" model railroad equipment, kits, or supplies?

Searching for that "special run" or hard-to-find locomotive?

Looking for prototype or historical photos, track diagrams, or other information?

Place your classified ad here in the PNR Interchange and connect with fellow PNR members!

Timetable

To add your events or activities to the Timetable, PNR Train Orders (regular member email), or to the PNR's Upcoming Events webpage, contact the Timetable Editor, Mark Johnson at timetable@pnr.nmra.org

2022

Mar 5 (Sat), Spokane, WA

The River City Modelers will hold an open house at their River City Western HO layout from 4 to 8 p.m. Stop by to see all that has been accomplished on this 40 x 45 ft. double deck layout. The address is 1130 E. Sprague Ave., Spokane, WA 99202. Free admission. For more information call 509-535-3462.

Mar 6 (Sun), Spokane, WA

River City Modelers Spring Train Show will be held at the Spokane Fairgrounds, 404 N. Havana St., Bldg. A, B & C from 9:30 a.m. until 3:30 p.m. We will have over 200 tables of all things model railroad related plus artifacts, books, DVDs, and much more. The HO Free-mo group, the N Scale Free-mo group, O Scale layout, and N Scale layouts will be there along with Operation Lifesaver. We are hopeful we can set up the WTrak layout for the kids to play with. Admission is \$6 for adults, 12 and under free. At this point, masks will be required while in the building. For more information or table rental information contact - Shirley Sample, 509-991-2317 cell, 509-292-8332 home or Spokane Train Show, P.O. Box 3065, Spokane, WA 99220-3065

Mar 12 (Sat), Portland, OR

The 35th Annual Willamette Model Railroad Club Swap Meet at the W.D. Jackson Armory, 6255 NE Cornfoot Rd., Portland, Oregon 97218. 9:30 a.m. to 3 p.m. Over 115 tables of model railroad equipment in all scales, railroad memorabilia, books, photos and more. Admission: Adults \$5, under 12 free. Free parking. Contact Information: Email: wmrcswapmeet@gmail.com, Phone: (360) 241-5908

Mar 17-20, Tacoma, WA

First Annual Rails to Sails Train Show. The Foss Waterway Seaport Maritime Museum will be holding their first Annual Rails to Sails Train Show on March 17 to 20, 2022 in their facility at 705 Dock Street, Tacoma WA. The 4DNTrak Group has been asked to bring their modules down and set up a 30' x 36' layout that will be running for the length of the show. Info: 206-310-9414, or email at budman-the3rd@yahoo.com.

Mar 26 (Sat), Edmonton, AB

Mainline Model Railroaders Fellowship (MMRF) Spring Swap Meet. Central Lions Senior Citizens Recreation Centre, 11113 113 St. 10 a.m.–2 p.m. Admission \$3. Info: Ric Francoeur, swapmeet@mmrf.ca Ph. 780-458-1032 www.mmrf.ab.ca

Apr 16–17, Calgary, AB

CANCELLED SUPERTRAIN 2022, Canada's Largest Model Train Show. Info: www.supertrain.ca or email to info@supertrain.ca

May 11–14, Eugene, OR

Make Tracks to Eugene, PNR 2022 Regional Convention. Valley River Inn. Info: <http://pnr.nmra.org/1div/Eugene2020/home.htm>

May 20–23, Camrose, AB

Rose City Meet—the 2002 PNR 6th Division Info: rosecitymeet.ca/

NOTE: Because COVID-19 restrictions may change rapidly, be sure to double-check the status of specific events by visiting the PNR website's list of Upcoming Events, the website of individual events, or contact the person in the specific event's listing.



Gateway 2022
NMRA National Convention
August 7-13, 2022

Marriott Grand, St Louis, MO
Information/Registration at gateway2022.org

Pacific Northwest Region Staff

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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

