



The Switchlist

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

April/May 2022

Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH ENGINEMEN'S DAILY REGISTER

Yard _____ 19 _____

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		

Illinois Central Gulf

Switchlist

5, Friday, February 7, 1982 at: Reserve
 5 AM Throttle : 0 Next Yard : St. Rose, LA
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 027 Destination: St. Rose, LA
 790 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

an/
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**MAKE TRACKS TO EUGENE IN 2022
 PNR CONVENTION**

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

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The Switchlist

Editor:

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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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CV3

CV3? Is this the nickname of an android from Star Wars? Nope. Those of you familiar with DCC decoders and configuration variables (CVs) may know that CV3 controls **acceleration** of a locomotive. This is one of the two settings for a locomotive that affect what some manufacturers call *momentum*. Deceleration (CV4) is the other setting.

It seems that CV3 for the model railroading community is being reset to provide **positive momentum**, given that there are an increasing number of model railroad events opening up to in-person interactions. This may not be the best analogy to describe the current situation, but I hope you can sense the change occurring (fingers crossed it continues). Here are a few indicators:

- The Timetable has an increasing number of events and fewer cancellations
- Divisions are holding more in-person meetings
- PNR is holding its first in-person convention since 2019

Regarding that last bullet, you'll find important updated information about the PNR convention [Make Tracks to Eugene](#). That is one reason why this issue of the *Switchlist* is being published a few weeks earlier than usual. We wanted to get the latest info to you to make an informed decision whether to attend. We hope you do attend! So, please read Rich Pitter's update along with the associated articles by Jack Hamilton, MMR, and President Jeff Herrmann. If you've been reluctant to register, we hope this new information and some last-minute prodding will convince you that this is the year to increase your momentum (I mean CV3) and get reengaged with your fellow model railroaders.

Other key information in this issue includes statements by candidates for election as PNR President and Vice President. The *In Memoriam* section on p.8 lists PNR members who have recently passed away. Rich Pitter has provided a heartfelt note about the passing of long-time and highly active PNR member Elaine Crueger.

We do have new members to the PNR. I'd like everyone to offer a warm welcome to all our new members who have joined the PNR over the past quarter. These folks are listed on p.9. Be sure to reach out to them.

We again have five feature articles in this issue. Wow! Many thanks to all our contributing authors. Note that two of these articles were submitted by fellow PNR members Rick Martin and Dick Hawkshaw about their model railroad layouts. Thanks, guys! This new series about member layouts is beginning to take off, so let's keep that momentum (CV3) going. We'd really like to learn something about your layout.

Other feature articles this quarter include President Jeff Herrmann's description and techniques on how to improve plastic doors and windows. Then comes a comparison of HO-scale machine shop tools by AP Manager Bill Fassett. Finally, we are confronted with a dead serious(?) exposé about light bulbs and LEDs by our esteemed (and creative writer), outgoing VP Bob Parrish.

PNR officer, staff, and Division superintendent quarterly reports begin on p.24. Finally, check out the Timetable on p.33 and you'll see what I was referring earlier.

I hope to see you all in Eugene this May. That is a momentum builder for education, inspiration, and fellowship.

Stay safe!
Greg Kujawa, Editor

PNR News and Announcements

Last Call!

Make Tracks to Eugene, PNR Regional Convention

Rich Pitter, Superintendent, 1st Division

The PNR 2022 Convention is being held May 11–14 in Eugene, Oregon, at the [Valley River Inn](#). It is our first in-person convention since the beginning of the pandemic, and we are welcoming the opportunity to reconnect with friends and fellow modelers.

COVID Situation

Please recognize that the COVID situation and health-related requirements are “fluid” in both Canada and the US.

Eugene, Oregon: Masks are optional. The State of Oregon no longer mandates wearing masks.

US-Canada Border: Protocols for crossing the US-Canada border have changed recently. It appears that those crossing the border do not require pre-entry testing but do require proof of vaccination. Canada requires several items for reentry, such as an ArriveCAN account to be set up, a travel plan and quarantine plan uploaded, etc. Before you travel, be sure to review the most current requirements at these websites:

Canadian Government:

<https://travel.gc.ca/travel-covid/travel-restrictions/covid-vaccinated-travellers-entering-canada>

<https://arrivecan.cbsa-asfc.cloud-nuage.canada.ca/en/welcome>

US Customs and Border Protection:

<https://www.cbp.gov/newsroom/coronavirus>

https://help.cbp.gov/s/article/Article-1596?language=en_US

Registration – Early Bird Discount Extended!

In consideration of our Canadian members and the complexities of border crossings that have delayed their decisions on whether to come, the committee has extended the early-bird discount to 6th and 7th Division members of PNR until May 1. Attendees should procure rooms as soon as possible, since there are no other comparable hotels or motels close to the convention location. To register for the convention, go to: www.maketracksto Eugene.com.

Calendar

The convention website has a [Calendar](#) tab and there you can click on the full [schedule](#), which can now be downloaded as a PDF. Here you can see when and where the clinics and other convention events are scheduled.

MWTM Fare Reduced

We are also reducing the fare for Modeling with the Masters to \$40 US to encourage more people to partake of Jack Hamilton's clinic on how to build a laser-cut structure, in this case a Motrak Models HO scale MOW shed. The clinic will take place in two sessions, beginning the afternoon of Wednesday, May 11, and concluding on Thursday morning. Please see Jack Hamilton's MWTM article on the following page. Participants are reminded to bring the following items:

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



PNR Meetings

The PNR Board of Directors meeting, open to all members of the region, will be held Wednesday afternoon. Afterwards, an ice-breaker ice cream social will be held. The PNR Annual General Membership (AGM) meeting is scheduled for Friday at 8:30 a.m. See President Jeff Herrmann's related article below that includes the list the agenda items.

Clinics, Contest Room, and More

The convention will feature three rooms of [clinics](#) Thursday through Saturday, including a Thursday evening session of mini-clinics. The Umpqua Valley Model Railroad Club will operate its HO scale Free-mo modular layout during the convention. The contest room will be open and we encourage convention attendees to vote on People's Choice and humorous models. Models and photographs may be entered in the contest for judging in their appropriate category, or for display purposes only. PNR will provide Merit Award evaluations for modelers who request such.

Banquet

The banquet on Saturday evening will feature the usual no-host bar and three meal choices. We will present awards, and Duncan Campbell, owner of Campbell Scale Models, which is located within First Division, will be the guest speaker. After the banquet, raffle ticket winners will be drawn and prizes will be awarded.

Reminder

To register for the convention, go to: www.maketracksto Eugene.com.



Campbell
Scale Models

Modeling With the Masters Comes to Eugene

Jack Hamilton, MMR, 4th Division

During the early days of every national convention for the past ten years or so, a small group of convention attendees locked themselves inside a room with a bunch of black-shirted guys with the intent of becoming better modelers. The "Blackshirts" are not wizards or magicians. They are just other modelers who have earned Master Model Railroader (MMR) status and are willing to pass on some of their experience to others. The legacy of Modeling With the Masters (MWTM), a trademarked NMRA activity, continues in Eugene. MWTM, noted explicitly in the NMRA Long Range Plan for expansion, is to be offered at the Region level using the standard established classroom practices presented by MMR from within the region.

For Eugene, a team of four PNR MMR will be presenting "The Construction of an HO scale laser-cut wood MOW shed kit." The activity is a full day split across Wednesday afternoon and Thursday morning. The activities will include "cut and fit" of pieces, painting (pan pastels), installing windows and doors, preparing roof sections, and assembling the model. While the kit is not overly tricky, there are demands for skills and patience. The individual who did the practice build found it challenging and enjoyable.

If you have not registered for Eugene, now is the time to get that done. While you are at it, please consider arriving a bit early and spending some time with us in Modeling With The Masters. We need active participants to make this program work for us in PNR.

2022 PNR Annual Membership Meeting

Jeff Herrmann, President

PNR will hold its 2022 Annual Membership Meeting on Friday, May 13th at 8:30 a.m. (Pacific) in conjunction with the Annual Convention: "Make Tracks to Eugene." Annual Membership Meeting attendance via Zoom meeting will also be available. Check your email for the Zoom Meeting ID and Passcode a week or so before the convention. The agenda for the meeting will include the following:

- Opening Comments: Jeff Herrmann, PNR President
- Introduction of PNR Officers and Division Superintendents
- PNR Secretary's Report and Approval of Minutes for 2021 Annual Membership Meeting: Stirling Millar
- PNR Treasurer's Report: Aaron Gibbens
- Office Manager's Report and Membership Update: Ed Liesse, PNR Office Manager
- Special Recognitions including PNR President's Award for 2021 and 2022
 - Recognition of new Master Model Railroaders

- Special Memorial Tribute to Elaine Kreuger
- Recognition of 100% NMRA Clubs with significant anniversaries in 2022:
 - Tri-City Model Railroaders: 50 years
 - River City Modelers: 40 years
 - Lewis-Clark Train Club: 25 years
 - Coldsap Free-Mo: 10 years
- Update on PNR Education Team: Jim Rice, PNR Education Team Chair
- Update on Achievement Program: Bill Fassett, PNR AP Chair
- Announcement of 2023 PNR Convention Host: Russ Segner, 4th Division Superintendent
- Nominating Committee Report: Shirley Sample

Will I See You in Eugene?

Jack Hamilton, MMR, 4th Division

While it is common for the Region Officers and the Host Committee to push hard for convention attendance, seldom do we take the time to identify the specific benefits of the gathering. Let's see if that might change your mind and get you to join us.

First (this year only), we have been trapped in our homes or local areas by COVID guidelines and travel restrictions. Now we are free again. Eugene is reasonably well located for easy travel (Edmonton excluded) and has good north-south train access. Eugene will be an excellent opportunity to get the family chariot checked out and blow some of the carbon out of the cylinders.

Second, Eugene is the opportunity to have fun. You get to see friends you have not visited in over three years, and you get to meet new people and finally put faces to those names. Contrary to popular belief, you do not have to be in one clinic room or another for the entire convention period (although the variety sure makes that a consideration). It is perfectly OK to grab a cup of coffee and sit with a group of friends and enjoy each other.

Third is the opportunity to learn. I have been at this for a long time, and I still learn new things at every convention. My time spent in AP was as frequently as a learner (how did he do that?) as a teacher. Time spent in the contest room is split between admiring the effort of our fellow modelers and finding challenges for my next endeavors. If you think you have been to all the clinics, think again. My typical convention problem is that many of the clinics I want to attend conflict in time, and I have to choose. A possible benefit of the last two years is that we can talk to the clinician for a presentation we wanted to hear and set up a ZOOM clinic in the future for the Division.

Finally, the convention is the opportunity for me to personally thank all those individuals who have supported the hobby and made our Region and Divisions work. Shaking a hand and saying thank you to members like President Jeff, *Switchlist* Editor Greg, Host Division Superintendent Rich, NMRA Director Di, Office Manager Ed, and all those others who dedicate time and energy to make things work for us. The convention is also the opportunity for each member to find out what is in the future, what help is needed, and to become a more active member of our Association. We all became part of NMRA when we joined, so why not become a participating member and get our whole dollar's worth of membership?

I am looking forward to seeing you in Eugene. You can recognize me as the grumpy old guy with the oversized toolbox.

PNR 2023 Convention—Save the Date!

Russ Segner, Superintendent, 4th Division

The 4th Division will be hosting the 2023 PNR Convention. We are targeting May 17-20, 2023 in Tacoma. The convention hotel will be confirmed prior to the PNR convention in Eugene. So add this major event to your calendar and stay tuned for more details.

PNR President and Vice President Election—

Nominations Committee Report

Shirley Sample, Nominations Committee Chair

Because 2022 is an even year, the PNR bylaws require us to hold elections for President and Vice President. I would like to thank the PNR members who have volunteered to run for President and Vice President. Candidate profiles are located below and will also be sent out with ElectionBuddy.

Thanks again to all the volunteers.

Editor's Note: PNR members with a valid email address on file with the NMRA should be receiving an ElectionBuddy ballot in their inbox.

Candidate Statements

As of the publication of this newsletter, the Nominations Committee has identified two candidates.

For President, Pacific Northwest Region

Jeff Herrmann, Rathdrum, Idaho (5th Division)

I am greatly appreciative of the Pacific Northwest Region for allowing me to serve as Region President for the past two years and respectfully ask that you select me to serve another term. I model in HO and HOn3 and am building a new home layout. I am a CNP (Certified Not for Profit Professional) and a retired executive from the Boy Scouts of America.

Until this point, during the entirety of my term as PNR President, we have been under some form of COVID restrictions. The past two years have certainly been an interesting and unprecedented time! The COVID-19 pandemic forced cancelations of so many of our NMRA meets, conventions, and train shows. We were forced to shelter in place to varying degrees for quite some time. “Social distancing” and discouraging group get-togethers has not only disrupted our lives and the social interaction that club and home layouts facilitate, but it also put so much of what we knew as “normal” on hold.

Especially in light of these handicaps, I think that PNR has made remarkable progress! Our membership losses were held to a minimum and we “discovered” how to become quite good at “Zoom Meetings” and have actually increased both frequency and attendance at clinics and layout tours using Zoom compared to prior experience with in-person meetings! The PNR Board of Directors approved financially helping our seven Divisions purchase Zoom Pro licenses to conduct their Division meetings and activities. We have had several “training sessions” for new Zoom users on how to best conduct clinics, meetings, and home layout tours. Most of our Divisions are making nice headway with this new format. We are seeing that even as COVID-19 restrictions are being lifted, Zoom meetings for layout tours and clinics have become the preferred method for these kinds of activities and are seeing some surprisingly good results.

I am also pleased with the smooth transition we are making in our Achievement Program focus. Bill Fassett has been appointed PNR AP Manager and is following in the footsteps of Jack Hamilton, MMR, who gave decades of exemplary service to our region's Achievement Program. With Jack's “retirement” as our PNR AP Chair last August, we redesigned how we administer AP evaluations and are recruiting a broad base of qualified leadership that will assure growth in AP participation and maintain the integrity of the Achievement Program.

This past fall, the PNR Board took a dramatic step forward by organizing a region-wide education team that will provide leadership to enhancing the availability, quality, and variety of educational clinics, coaching, and resource materials available to NMRA members in our region.

My aim is to build on these modest successes so far and continue to build value in NMRA membership for the members in our region.



For Vice President, Pacific Northwest Region

Richard Kürschner, Beaverton, Oregon (2nd Division)

Hi, I'm Richard Kürschner, a member of the 2nd Division in the Portland metro area and I am seeking election as the Vice President of the Pacific Northwest Region.

I have been a member of the NMRA off and on since the mid-1970s and continuously since about 2015. This coincided with the kids moving out of the house and finally having an extra room to start building a small N-scale layout. Since then I have served the 2nd Division as a member of the 2018 PNR convention committee, and 4 years as the 2nd Division Secretary and Board Member. During that tenure I guided the division in replacing our woefully out of date bylaws and the creation of a division process manual. And I've made some progress on my layout.

One of the things I have come to realize over the last 7 years is how much I missed by not being a member of the NMRA for so many of the years before. Most importantly I have missed the education and the friendships the organization makes available to us. That is one of the reasons I am interested in the Vice President position. This is the "membership chair" for the region, and I would like to use that platform to help others not miss out on their benefits.

There are many reasons that folks come to the NMRA, but there are just two reasons that they leave. One, we can't do anything about. The other is when they decide that they just aren't getting enough return on their investment. This perception is very much under our control and I believe it can be significantly helped by the actions of the region membership chair in concert with the division membership chairs.

I believe that membership in the NMRA is worth its cost, and that we can do a better job than we are at making that clear to our existing members. Membership dues may go to the national organization, but it is the divisions and the region that keep the member interested and involved.

I believe that retention starts on the day that a new member joins, not one month before their membership expires. We need to make an active effort to ensure that new members are welcomed and encouraged to attend region and division activities. Emails alone won't retain members, but friendships will.

I believe that a coordinated approach to retention across the region would help all of the divisions. This would ensure that member is welcomed from multiple directions as well as encouraged to remain and participate from multiple directions. And by working together, we can learn from each others successes.

The NRMA is important to me and I look forward to serving you and working with the rest of the PNR board to better deliver membership benefits to you.



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 — April 2021 through March 2022

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
April 2021	None					
May 2021	05	Johnston	David M	Whitefish	MT	Life Member
June 2021	01	Gamble	Harry (Woody) S	Klamath Falls	OR	
	04	Saunders	Raymon B	Puyallup	WA	Life Member
	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	
	05	Haley	James F	Spokane	WA	
August 2021	None					
September 2021	07	Fleming	Henry W	Castlegar	BC	
	07	Franko	Robert	Montrose	BC	
October 2021	04	James	Gary	Poulsbo	WA	
	06	Rigsby	Clyde	Edmonton	AB	
November 2021	04	Jillard	William R	Renton	WA	
	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	
	04	Wagner	Ken	Bellingham	WA	
February 2022	06	Pollard	Harrie B	Edmonton	AB	Life Member
March 2022	01	Crueger	Elaine	Monroe	OR	Life Member
	01	Filomeo	David	Medford	OR	
	04	Tunnard	Robert L	Kent	WA	Life Member

**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

Passing of Elaine Crueger

Rich Pitter, Superintendent, 1st Division

It is with great sadness that we announce the loss of an amazing member of the PNR family. Elaine Jones Crueger, 82, passed away March 5, 2022 at her home in Monroe, Oregon. Elaine was a Life Member of NMRA and Pacific Northwest Region. She joined NMRA in 1971 and recently received her 50-year membership certificate. She had two children, Mike and Judy, three grandchildren, and two great-grandchildren. She is survived by her husband, Jim Crueger. She was a mathematician and high school math teacher in Springfield, Oregon.

Elaine served as Superintendent of First Division for several years until 1978, when she became President of PNR. She also led PNR in 1983. Her last NMRA office held was as Vice President of Western Area, an office no longer in existence. She stood up for principles, sometime against the agendas of others on the board. On one occasion, someone dubbed her "Wicked Witch of the West." She rather liked the moniker, and had a patch made up to wear to meetings to remind others that she had strong convictions and was not easily cast aside.

Elaine co-chaired the 1973 PNR Silver Anniversary Convention in Eugene with Al Jones and the 1987 NMRA National Convention in Eugene with Bill Bain. The 1987 convention was the last one that had local organizers running the National Train Show. Elaine also served as PNR Agent for a number of years.

In addition to NMRA, Elaine was an active member of the Willamette-Cascade Model Railroad Club. She was an avid model railroader, and her favorite activity was building craftsman kits. She built several kits from Campbell Scale Models, and had a few kits still awaiting her attention. She will be missed.

New PNR Members February 2022–March 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	Pelton	Edward C	Vida	OR	05	Swan	William	Spokane	WA
04	Atchison	Lee	Renton	WA	05	Vint	Daryl P	Lewiston	ID
04	Hochstein	James	Bremerton	WA	06	Stacy	Roger	Ft Saskatchewan	AB
04	Huebner	Timothy	Port Orchard	WA	07	Ames	Nelson	Nelson	BC
04	McClish	Fred	Tacoma	WA	07	Chen	Daniel	Burnaby	BC
04	Rhodes	David	Graham	WA	07	Horton	Timothy	North Vancouver	BC
05	Caramella	Gary	Coeur d'Alene	ID	07	MacLock	Bruce	Ladysmith	BC
05	Peterson	Evan	Richland	WA	07	Mostardi	Gregory	Burnaby	BC
05	Rodriguez	Genesis	Kennewick	WA					

Features

Editor's Note: This is a new and ongoing series of articles featuring model railroad layouts of fellow PNR members. The [February 2022 Switchlist](#) provided an introduction to this effort plus a few guidelines for submitting articles. As you can see with the three articles that follow, we are having a positive response from members. It's an easy way to get to share and learn about each other's modeling interests across the vast distances of the Pacific Northwest Region. Please consider contributing an article about your layout.

The Sierra Cascade & Northern Railroad—Coeur d'Alene, Idaho

Article, drawings, and photos by Rick Martin, 5th Division

I feel privileged to share my home layout. Over the past 50 years, I have been doing things related to model railroading. So why do I do it? For one reason, you meet so many interesting people with similar interests. And the most important reason is my father played around with building train rolling stock cars as a somewhat hobby. He made some cars that were model winners in a convention in Chicago in the 1940s. Why he did that was because a good friend of his owned a local hobby shop and convinced my dad to build. One of the cars is a coal car that has *real coal* as its load. It was a winner. So I have a display of the cars my dad built in a case in my train room area. But I digress from this article.

Over the years in the hobby, I have had the privilege to have built no less than three previous layouts. But today the **Sierra Cascade & Northern Railroad** lives as a totally new layout. It was developed to represent a railroad in the Pacific Northwest. Accordingly, I have tried to include some elements of the area along with freelanced planning.

Design and Benchwork

The **SC&N** is located in a 17 x 21-foot area in one corner of our lower level. Figure 1 shows the yard, branch line, logging line, and silver mine track. Figure 2 shows the yard, main line, and hidden staging track. Construction started in 2008 when I retired from my engineering position. Design is a freelance plan located in the Pacific Northwest. Benchwork is open grid. I used 1"x10" as beams to support my peninsula along with 1"x2" cross members that support framing for the mountains, town, and yard area. The first train ran in December 2008.

Concept and Layout Design Elements

The railroad is a bridge railroad as it can connect with the Southern Pacific, Union Pacific, and Western Pacific as all possibilities. I have attempted to represent areas of the Pacific Northwest, albeit freelanced, to include mountains and rivers. The main town is Lizzy Valley on the branch line. (Figures 3 and 4.) It has many elements of a small Northwest town which includes a bank, offices, restaurant, bar/tavern, shopping stores, freight house, a residential area, and church.

So given the space for the layout, I decided to design one that used storage tracks under a peninsula. Being a bridge line, I needed a decent size yard as well as a place for maintenance and servicing of locomotives (Figure 5.) I also needed a town area for people to live in and be part of the railroad, or maybe support rail activities. Then I decided that logging was and is a part of the northern Idaho economy. I have a logging line called GCSJ Logging and a silver mine called the Old Irwin Mine. Along the way, I plan to have industries that support commerce in the area. One currently identified is the Moose Mountain Mill that can cut timber from the logging site activities. And maybe lastly, the town of Lizzy Valley is where some other need for freight cars will be along with the engine house that maintains the engines for hauling the mine cars to and from. And one last place for freight traffic is in the yard. I have a couple of buildings that will be a location for some traffic. As I have yet to develop an operation plan for freight traffic, things can change.

The area developed the most, about 90-95%, is Lizzy Valley. The town has an established commercial area along with freight areas. In addition, there are some houses, apartments, and a church. In the town are the following: SC&N Cascade Division office, Lizzy Valley Gazette, The Village Accountant, civil engineer's office (that's what I did for nearly 40 years), a restaurant, Bub's Bar & Grill, a market, a clothing store, Rick's Garage, LV Freight House, Community Supply & Storage, LV Passenger Station, Depot Tavern, doctor office, Cascade National Office, and lastly a Veteran's Memorial. Also in Lizzy Valley is the LV Diesel Service & Machine Shop, which supports the Old Irwin Mine. Most of these structures are visible in Figures 3 and 4.

Operations

The current plan could support low-key operation by a single operator. It may be possible that a small crew of 2-3 people may operate the layout. Hidden storage tracks can store up to three trains to accommodate operations along with a through track on the main line.

Layout at a Glance

Name: Sierra Cascade & Northern

Scale: HO (1:87.1)

Layout size: 20'-10" x 17'-6"

Theme: freelanced

Locale: Pacific Northwest

Era: transition, 1940s to 50s

Style: walk-around

Mainline run: 105 feet

Branch line: 76 feet

Minimum radius: 30" main, 24" branch line

Minimum turnout: no. 6 (main), no. 4 (branch/yard)

Maximum grade: 2%

Benchwork: open grid

Height: 46-60"

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

Roadbed: cork on plywood

Track: Micro Engineering code 70

Scenery: cardboard strips on wood frame, construction paper glued to strips, plaster over paper, finish details

Backdrop: hand painted from photos

Control: Lenz DCC, DCC Specialties circuit breakers

Operations: system TBD, possibly car cards

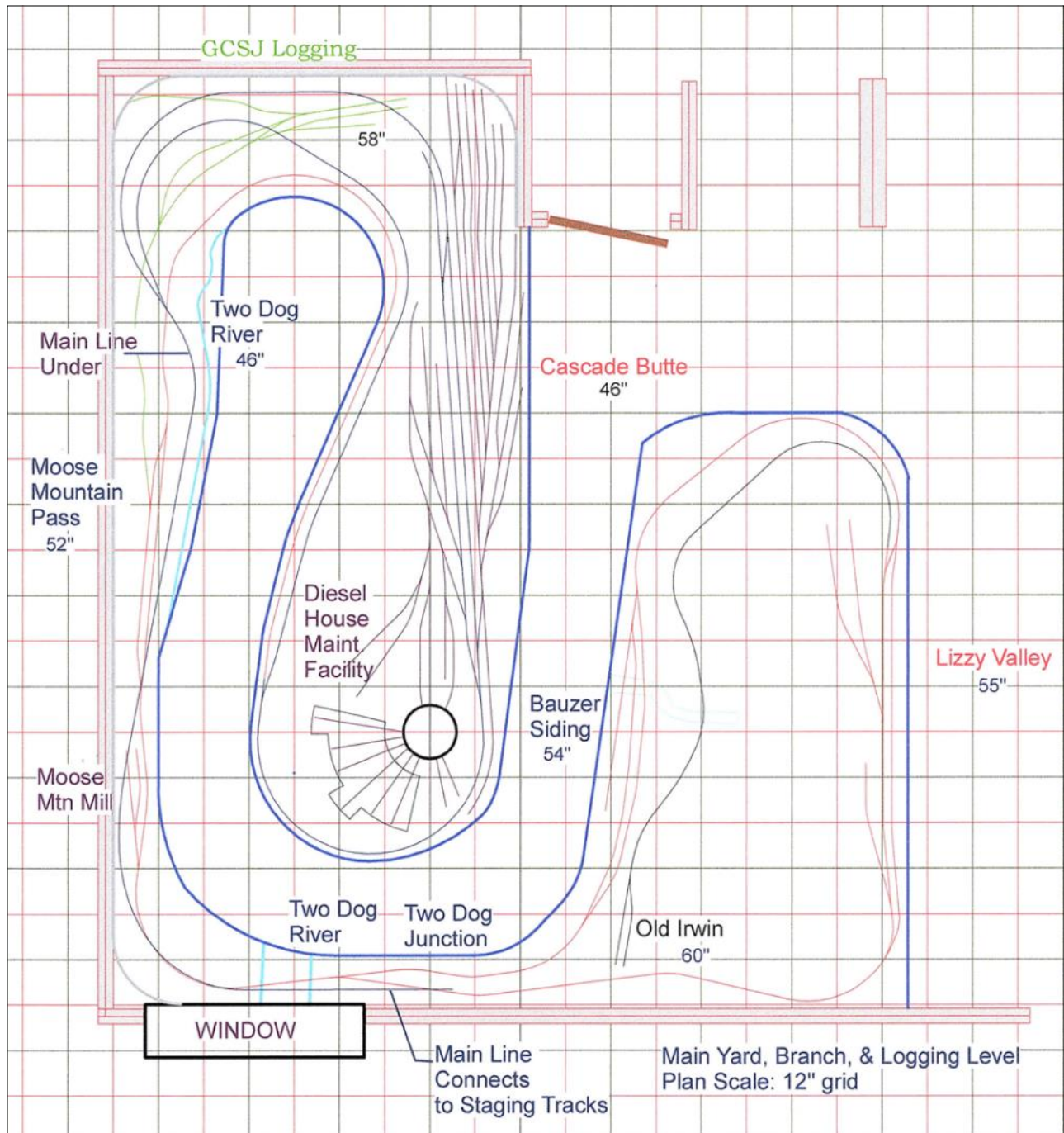


Figure 1. Track plan for branch line, yard, and logging.

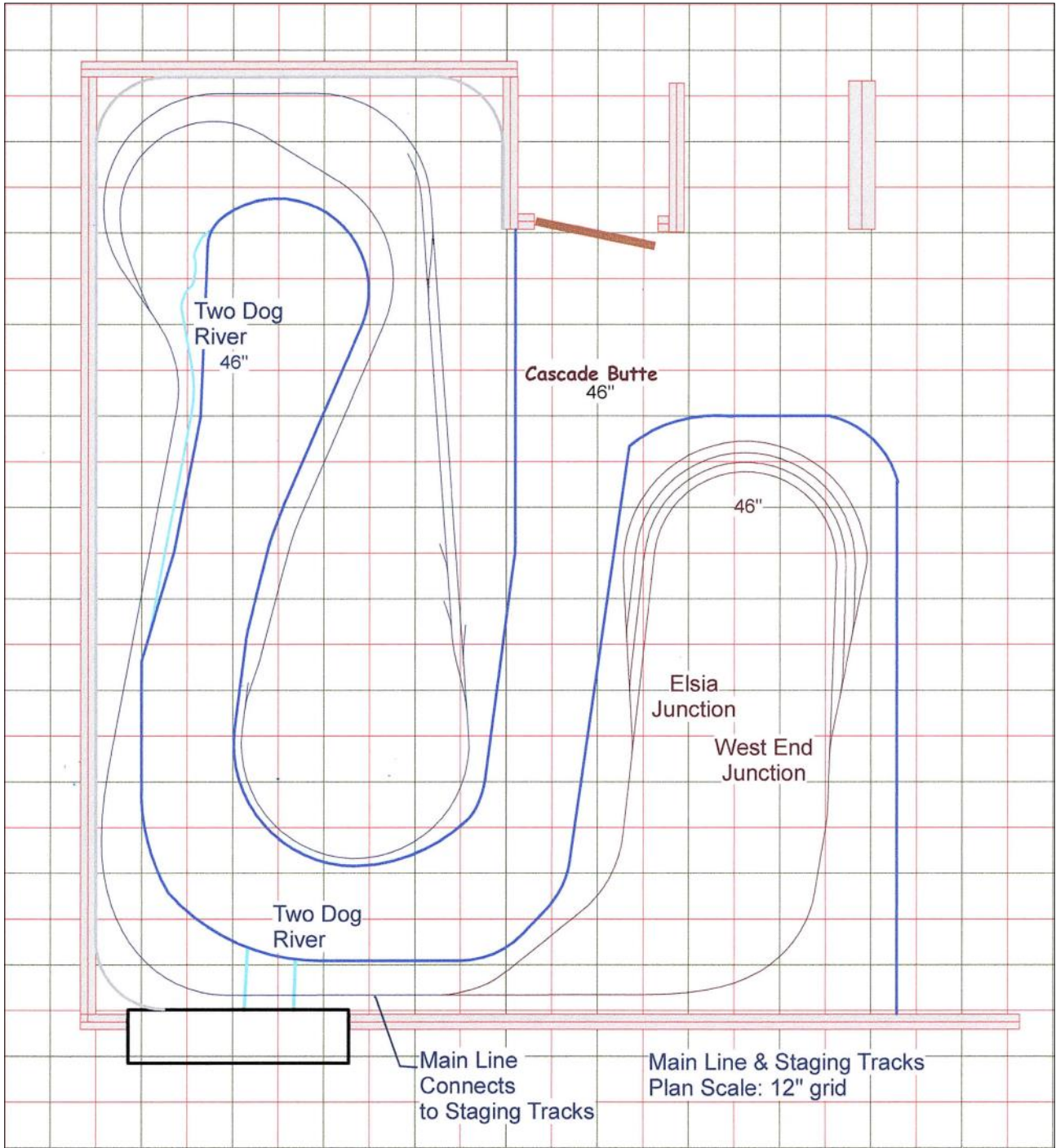


Figure 2. Track plan for main line and staging tracks.



Figure 3. Lizzy Valley station and housing area.



Figure 4. Lizzy Valley town area.



Figure 5. Yard area.

Coast Inland Division – Canadian Pacific Railway

Article and images by Dick Hawkshaw, 7th Division, except as noted

The Coast Inland Division of the Canadian Pacific Railway (CPR), formerly the Coast Inland Railway Company (CIRC), is a fictitious mountain railroad Division located in British Columbia. Its western terminus is the coastal city of Port Mary and the Eastern terminus is in the foothills city of Hughes, where it also interchanges with the Burlington Northern Santa Fe (BNSF) and the Southawk Logging and Lumber Company (SLLC). It is September 1998.

Why 1998? Well I am a diesel guy and my two favourite engines are the SD40 series and the AC4400s, which were in common use during this period. Also in the 1990s, there was an abundance of activity among many North American railroads. For example, SP and UP merged, as did BN and ATSF; The Washington Group took over Southern Railway of BC; and Canadian Pacific gained complete control of SOO and the D&H; plus CP moved its headquarters to Calgary and the CP Rail designation reverted to CPR. This permits me to run various rolling stock and engines, be they painted in the new schemes or not.

As for September, it is a nice time of the year with scenery easy to replicate.

Initially the CIRC was established following the Great Depression of 1929 as a non-unionized employee-owned railroad, having evolved from the Pacific Inland & Eastern Railway (PIER). However, because of economic conditions the Company was facing in the early 1990s, coupled with the fact it hauled considerable tonnage for the CPR and interchanged with the Burlington Northern (later to become the BNSF) and SLLC, an offer to purchase was made by the CPR. After considerable negotiation, an agreement was reached in 1996 wherein the CPR took control and it became their Coast Inland Division. Employees were given the options of early pension, a buy-out, or continuing their employment as union members.

Meanwhile, the former CIRC senior management, who elected to remain in their positions, were retained to oversee the Division's daily operations.

Now back to reality. The main industries served by the railway are the container and grain facilities at Chillwater Ocean Terminal, the coal mine at Ganga (Town of Coalmore), the Coastal Pacific Oil & Gas at Spencer, the Cedric Quality Wood Products plant and Knot's Lumber Company at Nancy Flats, and the water bottling plant at Oma. Adding volume is the interchange with the BNSF and SLLC at Hughes.

Helper Stations are maintained at Ganga and Spencer to assist trains up the 2.20% and 2.35% grades at Soaring Hawk Pass and Mount Stephen respectively.

The Division sees a variety of trains such as: container, grain, coal, mixed manifests, lumber, tankers, locals-turns with or without passenger service, MoW, and weekend and holiday excursions.

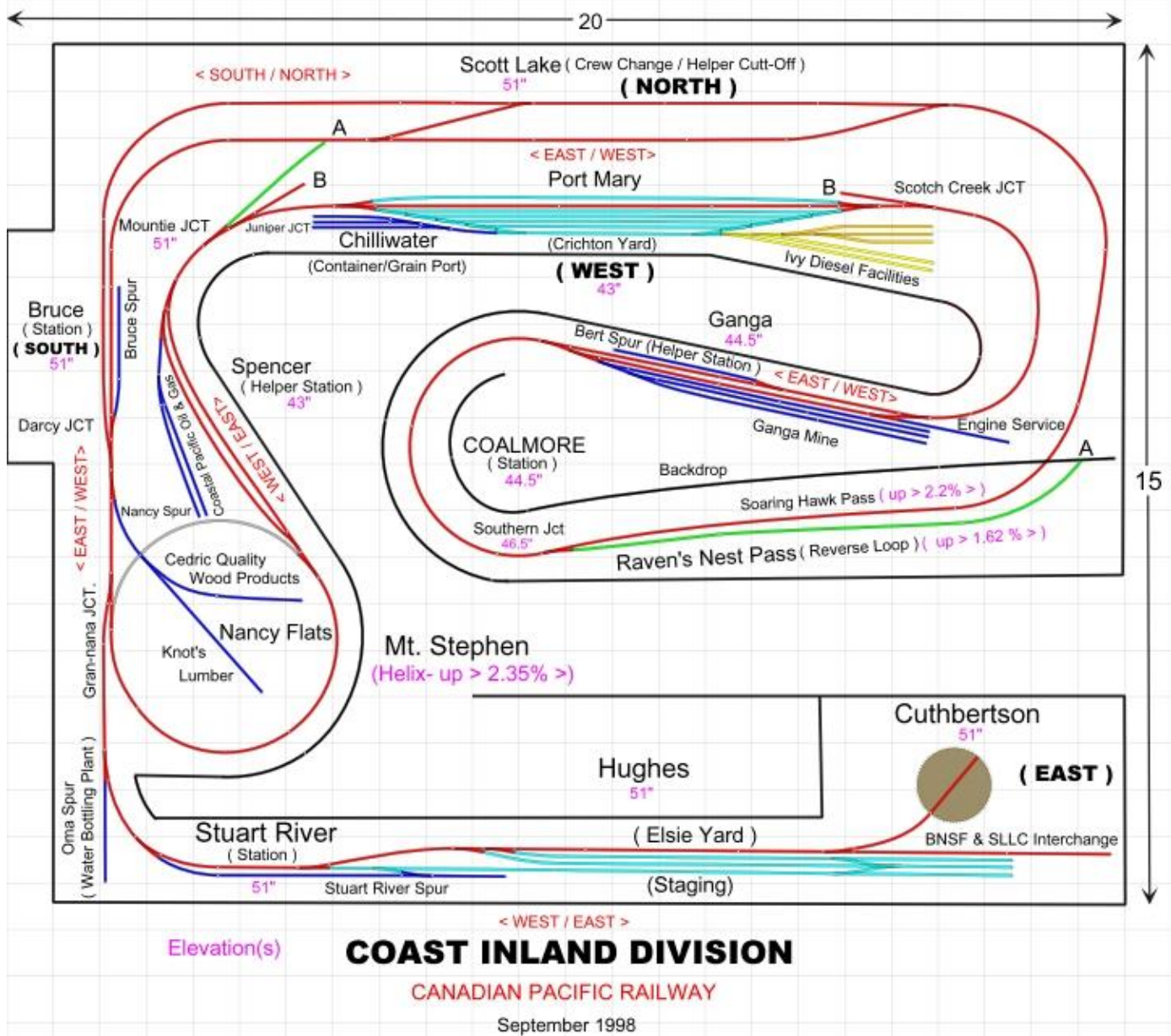
The alphabet is used for train classification and identifies origin, destination, and cargo, such as:

- PMHU-DS = Port Mary to Hughes Double Stack (Containers)
- HUPM-MF = Hughes to Port Mary Manifest
- GMHU-CX = Ganga Mines to Hughes Coal (Load)
- PMHU-LY = Port Mary to Hughes Lumber (Empty)
- HUPM-GX = Hughes to Port Mary Grain (Load)
- PMWT = Port Mary Work Train (MoW)
- HUTU-P = Hughes Turn-Local with Passenger Service (Combine)
- PMEXC = Port Mary Excursion Train



Entrance to layout room. Raven's Nest Pass on right. Larry Sebelley photo

In total there are 23 train designations with each having a priority status. The Division is best operated with two people and a dispatcher [my role]. A session can run 2–3 hours with each operator being conductor/engineer handling a minimum of two different trains including some yard switching.



Layout at a Glance

Name: Coast Inland Division – Canadian Pacific Railway

Scale: HO (1:87.1)

Layout size: located in a 20 x 15-foot basement room

Theme: freelanced

Locale: British Columbia

Era: September 1998

Style: walk-around, peninsula, helix

Mainline run: 180 feet with 300 feet of total track

Minimum radius: 28"

Minimum turnout: no. 4 (small)

Maximum grade: 2.35%

Train length: 8 to 11 cars

Benchwork: L-girder, 2 x 2 legs

Turnouts: 52 Peco Insulfrog with 34 Caboose Industries

throws, 10 hand-thrown, 8 Tortoise-activated

Height: 43-51"

Aisle width: 19" (pinch spot), 24", 30" to 36"

Roadbed: cork on 5-ply plywood and Homasote

Track: code 100 Peco and Atlas

Scenery: cardboard web, newspaper weave, Styrofoam, plaster cloth, Polyfilla

Backdrop: hand painted

Control: DCC Digitrax – DCS100, DT402s

Operations: track warrant and switch lists

Rolling stock: 117

Engines: 17 [AC4400 (5), SD40-2 (8), SD40 (2), GP35 (1), F3A (1)]



The town of Coalmore.



Ganga Mine. Larry Sebelley photo



Ivy diesel facilities at Port Mary. Larry Sebelley photo



Crichton Yard at Port Mary. Larry Sebelley photo

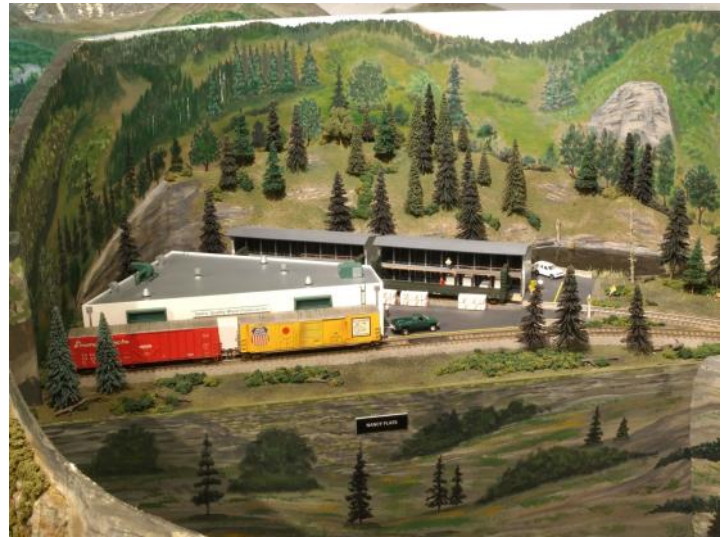


Chillwater Ocean Terminal container and grain facilities. Larry Sebelley photos





Coastal Pacific Oil & Gas and Helper Station at Spencer. Larry Sebelley photo



Cedric Quality Wood Products and Knot's Lumber at Nancy Flats. Larry Sebelley photo

Regrets: Yes, I should have added another opposing reverse loop, and track signalling should have been installed during construction when I was ballasting. The layout is now complete except for the signals. Further, I should have had my track plan finalized before adding lighting to the room. We moved into a new house with a finished room that would become the Coast Inland Division.

Positives: Model railroading is a multifaceted hobby which can test you in so many ways while adding to untold personal satisfaction and enjoyment. From it, you meet very interesting, nice people leading to the development of wonderful friendships. The Coast Inland Division would not exist if it had not been planned and constructed with input, advice, and hands-on construction assistance of many people. I am truly indebted to each and all of them.

Finally, three things you need to model railroad—said tongue in cheek: imagination; a support group or person, such as a spouse or partner (I call it my hobby and my wife smilingly calls it my obsession); and a friendly bank manager.



Snowshed at Middleton. Larry Sebelley photo



Elsie Yard/Staging at Hughes.

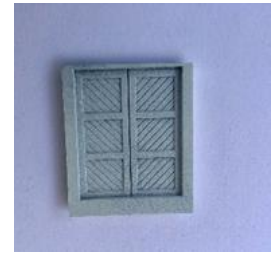
TECHNIQUES FOR IMPROVING PLASTIC WINDOWS & DOORS:

Jeff Herrmann, 5th Division

Good scratch-built buildings and craftsman kits can leave you feeling flat if the plastic windows and doors look, well, plastic. So here are a few ideas and techniques that can improve those otherwise plastic-looking doors and windows and make them look more like wood.

Preparing the Plastic

1. Wash all the windows and doors with warm soapy water to get any of the mold release residue off the parts. Keep them on the sprue and let them dry thoroughly.
2. While still on the sprue, spray paint all the parts with a flat grey or white primer. I use inexpensive spray paint from Wal-Mart or Home Depot. Use just a light coat so additional coats and washes will stick better without obscuring the details.



3. Once the base coat is good and dry, spray or lightly brush the top color you want. Don't put it on too thick! Several light coats work best. Sometimes I use a sponge for the top coat to make it look like there is serious paint chipping going on. You can get a similar effect by spraying on the top coat, then after the paint is fully dry, use steel wool or a very fine sandpaper (600 grit or finer) to rub vertical lines. Typically, this will start to make the top layer of paint fade and expose the base layer paint.



4. After the top layer is fully dry and beginning to look like you want it, you can add some light washes of India ink and alcohol or washes of grimy black or rust-colored paint thinned with alcohol. Be sure not to make them too dark. The effect is to get it to look like worn wood in need of painting or cleaning. Experiment with weathering powders and Pan Pastels to get the effects you want. Do this before you install the "glass" or mount the window in the wall.

Adding the Glass

1. I usually glue the window into the wall before adding the transparent plastic glass. This way the viewer generally won't see any glue marks on the glass. Of course, you can cut the transparent plastic glass material to fit the window and carefully glue it in place, but it takes a real expert to not show glue marks!
2. If you don't want the glass to look clean or to be able to see through it, try spraying the back side with Testors Dullcote, but remember: "shiny side out!" A cheaper alternative to Testors Dullcote is Rust-Oleum 2X Ultra Cover Matte Clear. It is also available at Home Depot. It sticks to plastic and is about \$4 for a 12 oz. spray can. You can also use your grimy black stain with a drybrush technique.



3. With a sharp blade, you can also add scratches that will have the effect of broken glass or completely cut out a corner to make it look like there is a hole in the window.
4. An alternative to using transparent plastic to make the glass is to use Formula 560 Canopy Glue. It dries completely clear and is used by model airplane builders on the cockpit canopies. Place the window frames face up on a piece of wax paper. Then, after shaking the bottle well, use the tip to place a small amount of the glue in each pane. It will start out looking like a milky liquid, but don't worry, it will dry clear. As it starts to dry, use a pin to pop any air bubbles you see. This is a great method for making older looking glass.



Mix it up a bit. Don't make all your windows and doors look the same:



- Have a few windows that are partially opened.
- Have some broken glass panes.
- Board up or brick up a window on an old building or warehouse.
- Add curtains using commercially available products or make your own with ribbon or tissue paper.
- Make window shades with colored paper.



- Have a window AC unit or Dust collector in a window opening or two. Try boarding up or bricking in a window here and there.



- Add interior lighting with just a hint of a scene behind some drapes.



- Add a door knob, hinge or small window to doors. Door knobs can be made using the head of a pin. Make door hinges out of small triangular cuts of paper.



- Add driplines to the wall below windows.

Editor's note: The NMRA 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.

Materials and Tools

- Scissors
- Tweezers
- #11 Blade
- Toothpicks
- Glues: Aleene's Original Tacky Glue, Titebond Wood Glue, Beacon 3-in-1 Glue, Formula 560 Canopy Glue, CA adhesive
- Spray Paints: Grey or White Primer for base coat. Accent color: typically green, red brown, blue or tan
- Acrylic Paint, Pan Pastels and Weathering Chalks: Greys, Browns, Rust
- Alcohol and India Ink wash
- Colored Paper, card board, tissue paper for curtains and door hinges
- Straight pin for door knobs
- Window fans, dust collectors, or AC units.
- Detail parts:
 - walthers.com
 - rustystumps.com
 - barmillsmodel.com
 - railroadkits.com
 - scale-structures.com
 - tichytraingroup.com



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!

HO-Scale Machine Shop Tools: Comparison of Two Sources

Article by Bill Fassett, 5th Division

I decided I needed to add some machine shop tool details to one of my structures, a 2-stall roundhouse. I looked online and found some diecast models from Alexander Scale Models (ASM) in Benton Harbor, Michigan, and a kit of laser-cut wood models from Inter-Action Hobbies (IAH) in British Columbia. Here's my comparison.

Alexander Scale Models

The company's website lists eight HO-scale machine shop tools, and I bought four. The prices are from the company website; they may be less on eBay.

- Lathe (#2603 – \$5.35)
- Cabinet Grinder (#2609 – \$5.35)
- Vertical Milling Machine (#2606 – \$5.35)
- Pedestal Grinder (#2605 – \$1.45)



Fig. 1. Inter-Action Hobbies (left); Alexander Scale Models (right)

Shipping was about \$7.00. www.alexanderscalemodels.com

These are all cast from metal, with reasonably fine detail. I spent about 15 to 30 minutes on each piece removing flashing with a #11 craft blade, file, and/or sanding sticks. I found that a Flexi-File sanding stick worked well to complete the finishing. I then sprayed them with grey Tamiya surface primer, and painted them with acrylic paint (Americana by DecoArt). I attempted to match a "Grizzly Green" color. For bright metal portions, I used Vallejo Model Color #70.997 Silver. After painting, I applied a coat of Dullcote (Testors) spray. The Milling Machine had the most flashing.



Fig. 2. ASM milling machine before flashing removed.



Fig. 3. Milling machine after flashing removed.

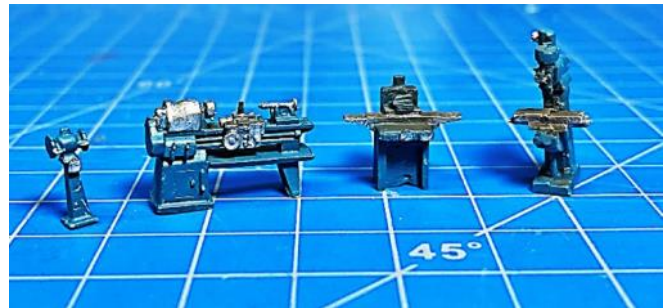


Fig. 4. Finished ASM models

Inter-Action Hobbies

I ordered kit #HO-5018, Machine Shop Tools and Tables from the Inter-Action Hobbies website. The kit was \$13.95 US. The kit contains:

- 2 Lathes
- 1 Milling Machine
- 1 Bandsaw
- 4 Shop Tables
- Assorted Hand Tools

Shipping was \$10 US. My bank added 26 cents international transaction fee when my debit card processed. www.interactionhobbies.com



Fig. 5. Contents of Inter-Action Hobbies kit.

Each tool is made up of two or three layers of laser-cut wood, which are glued together to create the tool. The parts are precisely cut and fit together quite well. Minimal sanding and finishing is needed. I spent about 30 to 45 minutes assembly time, over two days (waiting for adhesive to dry).

Rather than “adding a piece of scrap” for the bandsaw blade as advised in the instructions, I used a piece of 0.015” brass wire. The tables go together nicely. The normal color of the pressed cardboard material used for the tables is a rust brown, so you could maybe get away without painting them. I used my own rust-color mix of acrylic paint and created my own grey metal color for the tabletop. As with the ASM models, I finished with Dullcote. As of this writing, I have not completed the hand tools, two of the tables, or the second lathe. I have left the bandsaw and milling machine unpainted for now, as I may use them in a different setting.

As you will see from the photos, the Alexander Scale Models are smaller than those from Inter-Action Hobbies and have greater detail. The Inter-Action Hobbies tool models will be better suited for settings where detail is less important. The tables will work in any setting, I’d think. Both sets of models are relatively easy to turn into useful detail for an HO setting.



Fig. 6. . Assembled IAH models.

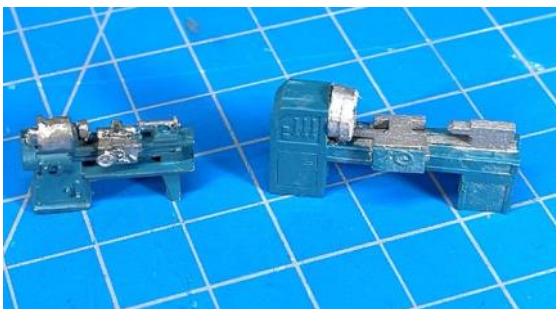


Fig. 7. Lathes. ASM (left); IAH (right)

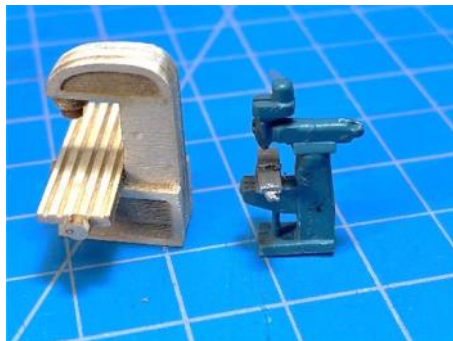


Fig. 8. Milling machines. IAH (left); ASM (right).

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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.

Dark suckers

Bob Parrish, MMR, 3rd Division

From time to time I think of stuff that I haven't thought of before. And occasionally tell myself stuff that I've never heard before. I was prompted into this by Ed Schaezner some time ago at a Pacific Northwest region convention. It has to do with whether light bulbs really emanate light or do they suck up darkness. I think it came out of a conversation that had to do with questionable indirect lighting in the contest room at that event.

Ed and I mused over this for a short while, laughed a bit, and then went on with the events of the gathering. Recently, I found that I am still sorting out my thinking on this. I would submit now that lighting devices do, in fact, suck up darkness. However, they do not have an infinite ability to do this and thus become, over time, overloaded with darkness.

Traditional incandescent bulbs run at such high temperatures that the stored up darkness is rendered clear and invisible. That is not always the case when the bulb fails as often a grey substance is observed in the open circuitry of the now deceased bulb. That grey substance is, in fact, stored darkness that is now visible but still captive inside the bulb.

Fluorescent light tubes run at a much lower temperature; thus the collected darkness is in fact visible. Recall that they become blackened at the ends shortly before failing. What you are seeing is this stored up darkness. As this non-conductive dark material builds up (more on this later), the tube begins to flicker as the electrons are struggling to flow across the greater resistance of the high concentrations of darkness. The fluorescent light tube has only one defense in staying lit and that is to store the darkness near the ends of the tube. These guys are really smart.

The new compact fluorescent bulbs are not as highly developed as previous tubes; but do have the curious ability to bounce back from momentary overload under conditional situations. You have certainly observed that such bulb units seem to brighten up a bit after being turned on for a time. What is happening here is that the bulb is briefly overloaded with darkness and, once it has vacuumed out the room, they seem to get ahead of the incoming darkness and then appear brighter.

The newest LED bulbs are a huge improvement over previous dark suckers as they have a nearly zero heat rise and can absorb an inordinate quantity of darkness before becoming saturated. These will also flicker just prior to failure but for a different reason—the electrons are less and less able to push through the highly insulated, dark saturated confines of the bulb. The flashing, rather than a reduced brightness, is due to the digital nature of the bulb; it is either on or off and thus the potential or near overload can only be demonstrated by flashing.

Back to incandescent lighting. Due to darkness being relatively insulative, an overloaded bulb will no longer carry any electrical current. Physicists have long argued that, when a bulb burns out, its opened circuit across the filament is no longer allowing electrons to flow. That is patently incorrect. When the amount of dark that a bulb can absorb has been met, current flow simply goes to zero. The insulation build-up has grown to the point that the bulb is completely saturated and finally appears dark, requiring replacement.

Final note of caution: do not break open an exhausted bulb. Doing so will release the captive darkness that will then need to be reabsorbed by some other lighting device or devices; thus, effectively shortening the life of the newly installed bulb.

So, when selecting the lighting for your railroad room, choose carefully.



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!

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, President

By the time you read this, we will be “Making Tracks to Eugene” for the PNR Convention. You can read elsewhere in this edition of the *Switchlist* about the itinerary and venue for this convention, but I do want to share how excited I am about attending the first PNR Convention we will have had in three years! Superintendent Rich Pitter and his team in 1st Division have put together an outstanding program in a great venue. The PNR Annual Membership Meeting will be held on Friday, May 13th at 8:30 a.m. local time. (see p.4 for more information and the agenda). We will have some exciting news to announce at the Annual Membership Meeting and some special awards to present! If you are not able to be with us in person at the convention, Annual Membership Meeting attendance via Zoom Meeting will be available. Check your email for the Zoom Meeting location and Password a week or so before the convention. There are still a few more openings to attend the convention if you have not yet made up your mind about going. As of this writing, the State of Oregon has lifted all COVID-related mask requirements. Masks will be optional at this convention.



Many of our PNR NMRA members also belong to model railroad clubs. I am not sure how many total clubs there are in our region, but I do know that 12 of them have 100% NMRA membership! At the convention, we will be recognizing the 100% Clubs and make special recognition to 100% clubs that have significant anniversaries this year: Tri-Cities: 50 years / River City: 40 years/ Lewis-Clark Train Club: 25 years/ Coldslop Free-mo: 10 years. Hopefully each of these clubs will have a representative at the PNR Annual Membership Meeting (May 13th) to receive the recognition on behalf of their club.

At the April meeting of our PNR Board of Directors, the board voted to add an additional responsibility to our region's Public Service Committee. The added responsibility is referred to as “Transition Support Services.” PNR will encourage and recognize the planned efforts of members or teams of members who assist NMRA members during significant transition times in their modeling careers due to the effect of aging, health issues, or death. Examples include assisting a widow or widower in moving the member's layout to a new home, or in helping modify the modeler's physical environment to allow the modeler to continue enjoying the hobby in spite of disability. Such activities should be consistent with the PNR's Member Services Program. Activities within this category require the approval of the Division Superintendent and the Division AP Manager to receive recognition.

Hopefully by now you have opened those emails from NMRA and found out about getting access to the new *NMRA Magazine* in digital format. Every member in PNR will get the digital version of the magazine with their paid NMRA membership. If you are a current magazine subscriber, you will continue receiving the print version until your subscription ends. When you renew your membership, you will have the opportunity to renew the print version at an additional cost. Life Members will continue to get the print version unless they opt-out. How-to videos for signing up to get the digital magazine are available at <https://www.nmra.org/nmra-digital-magazine>

Finally, as a note of personal update, in past editions of *The Switchlist*, I shared photos of the progress on my new home layout. Now that the weather is moving from “modeling season” to “I need to be outdoors season” in north Idaho, I am anticipating spending progressively less time in the train room over the next few months and am rushing to complete some major projects. I now have completed all of the mainline and most sidings on both the HO and HO_{n3} sections. Everything so far is up and running! I was getting tired of looking at the track on raw benchwork so I added the fascia and wired in my DCC controller plug-in ports (I am using a Lenz system). In the next month or so, I hope to finish the last of the sidings and get working on my staging yard. I plan to get started on ballasting and scenery in the fall when the weather outside drives me back into the basement.



I wish each and every one of you good health and clear tracks ahead! I am humbled and excited to serve as President of Pacific Northwest Region.

From the Fireman's Side of the Cab

Bob Parrish, MMR, Vice President

A few weekends ago, I went to a 3rd Division mini meet and it was great! I got to see real people in 3-D!! I had a chance to pick up on loose ends and reconnect with some people I had not seen in over two years. I may have talked to them by phone or Zoom gathering, but this was real. I hope you have been able to do this or at least some time soon.

The regional convention in Eugene is coming in May and I hope you will attend. By the time of this printing, it will in fact be really close. I cannot promise hotel space but the registration will be open to any and all who might show up on any one day or for the entire event.

I am to wear several hats at this event and, although it will not be my last regional convention, it will be my last as your vice president. I may, for this last one time, be a target for a few but I hope to meet some of you, again in 3-D, and put a face on so many of you whom I have discovered over the last years.

In my role as 3rd Division AP manager, I am to participate with Bill Fassett in a series of clinics that intend to aid modelers in their adventure into the Achievement Program. See Bill's comments in his AP Report in this issue of *The Switchlist*.

This is yet another area of the hobby that I have a lot of fun with. There were a lot of people involved with getting me on the way with evaluations and I am the better because of them. I am now able to aid others in their pursuit of this great hobby.

During this mini-meet, I had the privilege of being a part of several model evaluations and was able to be up close with some very cool models and visit with the makers and explore how they progressed through the construction process. I had a great conversation with a modeler who is proficient in using computer printing devices for making some highly detailed parts. He is building some amazing stuff in Z scale.

All of this is a commentary in how much we all gain by our exposure to other modelers and explore their interests and abilities. We all bring something to the table and benefit when we gather in groups of any size.

In another conversation with a local modeler at the most recent 3rd Division meet, I was asked if I had a crosshead part for an old Mantua steam locomotive. The answer of course, was yes. Those who have been to my railroad have seen the large collection of post-war Mantua products as my dad started me with, much of that in the late 1940s and early '50s. A few days later, he came to visit and I was able to fill out all of the crosshead and valve gear parts that he was lacking to assemble this cool old steamer. He asked what he owed me and I responded with "Nothing."

Many years ago, a good friend and fellow modeler, Bruce McCosh, and I came up with a way of assisting each other in modeling with the notion that if I had it in or under my workbench and I was not using it, it was yours. We were preoccupied with the number of people who we were exposed to who wanted to turn this into a business. Yes, there are areas that are a business and suppliers of kits and such should operate as a business. We expanded our thinking with each other to include other modelers whom we met with regularly.

We decided that we were not a business and chose to work out ways of recognizing such aspects of the hobby that offered support to each other and the relationships that develop.

Several years later, I was in an e-mail conversation with a modeler in the east who was looking for the detailing valve gear kit that Central Valley produced for the John English locomotive of the early 1950s, called the Yard Bird. It was a little 0-4-0 steamer with a slope-back tender. I had several of these kit offerings from 1948 and offered to send him one. He sent me his address and asked how much I needed for the kit. I told him that I expected to receive nothing as I had these in my bench drawer for over 40 years. I don't think he ever understood. He was thankful but two weeks later I received a small check to cover the postage. It was thoughtful but not necessary. It was, however, a commentary on the integrity of modelers we have in this hobby.

It seems to me that we all need to think through our participation in model railroading; do we see this as a business or a hobby. I hope you never lose sight of this as a hobby.

I often think of Jack Hamilton's take on all of this, "If you are not having fun, you're not doing it right."

I hope to see many of you at the "Make Tracks to Eugene" event in May.



Office Manager's Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers only the months from April 2021 through January 2022. Unfortunately, we were unable to provide the membership numbers for February–March 2022 in this quarter's report and the April 2022 numbers are not yet available. We will attempt to include these months in the August *Switchlist*.

Please remember that membership retention is the job of every member!

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

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

Table 2. New members showing Rail Pass portion by Division

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

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

Div	Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21		Nov-21		Dec-21		Jan-22		Feb-22	Mar-22	Apr-22	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP						
1	2	0	0	0	1	0	1	0	3	0	3	1	0	0	0	0	0	0	1	0				
2	1	0	2	0	0	0	0	0	6	0	1	0	1	0	4	1	1	0	2	0				
3	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	1	3	0	0	0				
4	5	0	5	1	7	0	5	1	18	1	5	0	3	0	3	0	5	2	6	0				
5	3	0	2	0	2	0	6	1	3	0	0	0	0	0	2	0	0	0	3	0				
6	4	0	7	0	6	0	2	0	1	0	3	0	8	0	6	0	7	0	2	0				
7	7	0	7	0	1	0	2	0	1	0	1	0	2	0	6	1	12	0	4	0				
Tot	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	Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21		Nov-21		Dec-21		Jan-22		Feb-22	Mar-22	Apr-22	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP						
1	3	1	0	0	0	0	1	0	1	0	1	0	3	1	0	0	0	0	0	0				
2	4	1	1	0	1	0	0	0	0	0	2	0	1	0	1	0	4	1	1	0				
3	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	2	1	3	0				
4	11	0	2	1	2	1	7	0	5	1	9	1	5	0	3	0	0	0	4	2				
5	1	0	0	0	0	0	2	0	6	1	1	0	0	0	0	0	1	0	0	0				
6	0	0	7	0	7	0	4	0	2	0	1	0	0	0	8	0	6	0	5	0				
7	1	0	7	0	7	0	1	0	2	1	1	0	1	1	2	0	6	1	12	0				
Tot	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, including holding a quarterly Zoom meeting to discuss changes in the program and activities at the upcoming PNR Convention in Eugene.

Convention AP Evaluations and Model Contest

Your AP Team will be evaluating models on Friday evening in Eugene (May 13 – don't let the date scare you off!) starting at 7:00 p.m. We ask that you be present for the evaluation to minimize your paperwork burdens. Only Form 901 is needed to submit your models if you want AP evaluation only and will be present for the evaluation.

The Contest will be judged Saturday morning. To participate in the Contest, you need to submit Forms 901 and 902. Modelers will not be present during the Contest judging.

Convention AP Clinics

We will be offering two clinics at the Convention on Thursday.

1:00 p.m.—AP 101. This is an overview and UPDATE regarding the entire Achievement Program and a chance to ask questions you have about the various categories. Recommended for everyone who still has one or more AP certificates to acquire.

2:00 p.m.—AP 102. This clinic will help you learn to evaluate your own structures, cars, or motive power, using the AP evaluation forms. Attendees will work in small groups with the assistance of one of the AP team members. **BRING YOUR OWN MODELS IN-PROGRESS IF YOU CAN.** This clinic will also be valuable for modelers who wish to learn how to be evaluators of others' work.

Featured Category: AP Certificate for Scenery

Recent Changes

Evaluation of a layout for Scenery (or Electrical) may now be done via Zoom, Skype, or other remote viewing program. NOTE: This is NOT distance evaluation, but one or all of the evaluators may be viewing the layout remotely. This option is available at the Division level, and it is up to the Division AP Manager and Superintendent to determine if the Division has the necessary capability. One limitation of a Zoom evaluation is that it will be limited to Scenery or Electrical, or both, but cannot be used for Structures, Cars, or Motive Power on the layout.

Key Elements

Size (minimum)—60 square feet in O scale; 45 square feet in S scale, 32 square feet (4 x 8, 3 x 11, 2 x 16, etc.) in HO scale, or 18 square feet in N scale.

The evaluation may be for a section of a larger layout that the modeler has been responsible for, such as a club layout, or for a portion of a layout that is still being fully developed. Don't wait until the entire layout is complete (we all know it almost never is!). You get to set which portions of the layout are to be evaluated.

A merit award must be earned for the scene. Once the merit award is received, the AP will be processed.

Paperwork Reduction

The photos or video and description of materials described in paragraphs 2 and 3 of the Statement of Qualifications are not required to be sent to the PNR AP Manager IF the evaluation team is able to view the layout with the modeler and obtain all the information required. Discuss the paperwork requirements with your Division AP Manager before going to extensive effort or simply throwing up your hands!

Do Your Own Pre-Evaluation

The evaluation form for the Scenery Merit Award is one page, and can be downloaded from the following link: <https://www.nmra.org/sites/default/files/education/achievement/pdf/2019-scen-eval.pdf>

The Statement of Qualifications form for Scenery has descriptions of the features desired in each of the five categories of evaluation: Terrain, Structures, Background, Lighting, Realism. The SOQ is available at: https://www.nmra.org/sites/default/files/education/achievement/pdf/2019_soq_scenery.pdf

STRUCTURES: Note that structures on the layout are not evaluated for quality of construction, but for how suitable they are to the scene, how they're placed, and how they're



A portion of Dan Figy's merit award-winning Jacobs Thorne Short Line layout

blended with the scene. Be sure the structures have scenery up to their foundations, and any utility connections (optional) are appropriate, have realistic access, etc., and fit squarely as appropriate.

Awards earned since the last *Switchlist*

Golden Spikes—The following members have earned a Golden Spike Award:

Andrew DeBaun
Rick Martin
Peter Shergold

Merit Awards—The following members have earned Merit Awards:

Larry Brumback—Structures (6)
Lee Chessman—Structures (4)
Rick Martin—Structures (6)
Michael Tietz—Scenery
Bill Voogd—Structures (6)

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

Tim Corrigan—Association Volunteer
Dan Figy—Association Volunteer
Timothy Horton—Model Railroad Author
Bob Jensen—Association Volunteer
Rick Martin—Master Builder – Scenery, Structures; Model Railroad Engineer – Electrical
Mike Tietz – Master Builder – Scenery; Model Railroad Engineer – Electrical
Bill Voogd – Master Builder – Scenery

The AP Team congratulates all of these superior model railroaders!

Selected Pictures

I'll start including some pictures with each report that have been provided by the Division AP managers. For this report, I've selected photos of Robert Ray's Merit Award-winning submissions to the 3rd Division Spring Meet, even though the picture quality is less than optimal. These are Z-scale models! Both models are scratch-built.



Robert Ray's Z scale coal tippie



Robert Ray's Z scale boxcar

Division Reports

1st Division

Rich Pitter, Superintendent

First Division's activities during the first quarter of 2022 were primarily focused on planning the PNR Convention in Eugene. A membership table was manned at the WCMRC Swap Meet and Train Show in Eugene on April 2-3.

2nd Division

Jeff Shultz, Superintendent

Not much to report. March was a very busy month for other model railroading activities, so we cancelled the March Zoom Meet. There won't be one in April either, and May is the Regional Convention.

We hope to pick up the meets again in June, perhaps even in-person.

Nominations for the Board of Directors are open through April 16th, with elections, if necessary, being held electronically in May.

3rd Division

Shelley Shelstad, Superintendent

Spring at last! And not just on the calendar. The 3rd Division has been holding “casual lunches and layout tours” for several months, but last week we finally got to hold our first “official meet” since the pandemic. More than a third of the membership attended. The event lasted several hours and included model displays; popular model contests; AP judging; a silent auction; video clinics; lunch; and a layout tour. It was fantastic to see everyone in person again.

As we move into the summer season, we are planning a number of local model railroad activities, including a road trip to see model railroads away from the local Boise area.

4th Division

Russ Segner, Superintendent

The Fourth Division is opening up. Several public events have been held and many local layouts are having operating sessions.

Our monthly online layout tours will continue, however. All these virtual tours are recorded and are on our YouTube channel at [4dpr.com](https://www.youtube.com/channel/UCWMrJ-wg0pHgoke3px4F66g) in our “Get Connected” section. All PNR members are invited to attend. The schedule will be posted in the Grab Iron.

Our Spring Meet is now set for June 4 at Everett Community College. Our election of officers will be concluded in May and we are looking forward to some summer and fall shows. A Swap Meet will be held in Mount Vernon April 30. Details are in the Grab Iron.

We are co-sponsoring the National Narrow Gauge Convention September 1-4 at the Murano Hotel in Tacoma. Outstanding presenters will present 30 clinics, over 24 local layouts will be open, and a large group of national vendors will attend. Details are on the website at <https://www.seattlenngc.com>.

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



2nd Division Meets Online

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

5th Division

Peter Armstrong, Superintendent

We held our annual business meeting in Missoula on April 16. Although sparsely attended, it was enjoyable to get together and meet again face-to-face in this part of the Division. Members attended from Bozeman, Hamilton, Lewiston, Missoula, and Spokane. Division Paymaster Dick Smith did a great job helping to set up the meeting, including providing snacks and lunch. And, we even had a chance to visit some local layouts non-virtually.

New Officers

Elections were held recently and here are the results: Bill Voogd is our new Assistant Superintendent and Dan Figy is Chief Clerk. Congratulations to our new officers and thank you for serving!

100% NMRA Clubs

Congratulations and appreciation go to the following three 100% NMRA Clubs within 5th Division boundaries that are celebrating significant anniversaries:

- Tri-City Model Railroaders—50 years
- River City Modelers—40 years
- Lewis-Clark Model Train Club—25 years

Upcoming Events

The following two events are on the immediate horizon:

- **Livingston Swap Meet**—April 23 (Saturday), Livingston Depot Center
- **Helena Railroad Fair**—April 24 (Sunday), Helena Civic Center

Fast Tracks Jig

Don't forget that the Division has purchased a Fast Tracks™ jig (code 83 #6 turnout) and HO tools which are available for 5th Division members to borrow. 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.

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

6th Division

Ed Molenkamp, Superintendent

Spring has finally arrived and with it comes spring shows, events, and meets. So great that we can meet together in person again.

Peter and I were able to attend the Saskatoon show, which was well attended. It was so good to see old friends and catch up again. Prince Albert was able to have their show as well and, from what I am told, was a success. We also have our 6th Division Meet just around the corner, which we are all looking very much looking forward to.

Summer will arrive in no time at all and it will be sure to be a perfect time for travel and rail fanning.

Hope to see all soon.



4th Division Online Resources Open to All

The 4th Division has a lot of resources available on its *Grab Iron* webpage: <http://4dpnr.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>

7th Division

Victor Gilbert, Superintendent

British Columbia's public health orders around COVID and its variants are slowly being rescinded. Event capacities are being restored with masks and proof of vaccination no longer required for entry.

The first of the 7th Division's free online clinics was held on February 22, 2022, at 7 pm featuring "Old-Style Billboards." The clinic was presented by Dave Ackmann from the Gateway Division of the NMRA.

Railway Modelers Meet of British Columbia (RMMBC)

The RMMBC Committee has determined this year's event will be a hybrid event. The online portion of the Meet will be held as it was in 2020 and 2021 via ZOOM on May 5, 12, 19, and 26th. The In-Person part of the Meet will be held on Saturday, May 28th, at the Queensborough Community Centre, 920 Ewen Ave, New Westminster, British Columbia, Canada. There will be Displays, Table-top clinics, Meet-Ups, Meet the Modeller, and a new invention, Meet my Layout. In addition, operating sessions are back, as are layout tours!

The entire Meet is by donation. Please be aware that space is limited!

Check out the RMMBC website for details: <http://railwaymodellermeeetofbc.ca>

Vancouver Train Expo (VTEEx)

This event is in the planning stages for VTEEx 2022. The committee desires and is working hard to overcome the challenges of putting on an event in these new times. The event is currently scheduled for November 5th and 6th. Check the VTEEx website for updates: <https://www.vancouvertrainexpo.ca>

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



**1st ever in-person meet of the CPHA, and
1st ever GNRHS convention in Canada**

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For more information:



www.cptracks.ca
www.gnrhs.org

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.

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**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

Apr 23 (Sat), Livingston, MT

Annual Railroad Swap Meet. Livingston Depot Center, 200 W Park St. 9 a.m.–1 p.m. Admission: \$1.00; Kids 10 and under are FREE. Vendor tables are \$25 each. Info: www.livingstondepot.org/railroad-swap-meet; 406-222-2300

Apr 24 (Sun), Helena, MT

40th Helena Railroad Fair. Helena Civic Center, 340 Neill Ave. 9:00 a.m.–4:30 p.m. Info: rrfair@mt.net; Facebook page: <https://www.facebook.com/pages/category/Event/Helena-Railroad-Fair-225320020901434/>

Apr 30 - May 1, Regina, SK

CANCELLED: Regina Railfest 2022, Caledonian Curling Club, 2255 Sandra Schmirler Way. Over 25,000 square feet of model railroads, displays and vendors! Saturday 9:00 a.m. – 5:00 p.m. Sunday 9:00 a.m. – 4:00 p.m. Adults - \$10.00, Youth (5 – 16) \$5.00, Children (4 and under) -free. Families (2 adults and up to 3 youth or children) \$20.00. Contact Ron Coburn at (306)545- 4883 or Rupert James at (306)789-7923 or visit the website RAILFEST 2022 (reginarailfest.com).

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. 6th Division, Pacific Northwest Region, National Model Railroad Association, Spring Meet. Clinics, Op Sessions, Show & Tell, Prototype Tour to Battle River Railway, and Layout Tours. At the Canalta Hotel Camrose. See the website: rosecitymeet.ca/ for more details.

May 27 (Fri), Burnaby, BC

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

Jun 5 (Sun), Calgary, AB

CMRS Spring Mini Meet and CMT Flea Market. Glenmore Inn. Clinics, Show & Tell

Sep 17-20, Nelson, BC

Canadian Pacific Historical Association Convention. Joint CPHA-GNRHS convention, and the first-ever national CPHA convention. Watch for more information in future issues of CP TRACKS and on the CPHA website (www.cptracks.ca). Please remember that you must be a member of either CPHA or GNRHS to attend this event. www.cptracks.ca/nelson2022.html

Oct 15 (Sat), Calgary, AB

41st Annual Boomer Auction. Sponsored by South Bank Short Lines, (www.sbsltrains.ca) St. Andrews Presbyterian Church, 703 Heritage Dr. SW. Setup and viewing 8:30 a.m., dining car opens 9:30 a.m., auction starts at 10:00 a.m.

Oct 22 (Sat), Edmonton, AB

MMRF Fall Swap Meet. Central Lion's Senior Citizens Recreation Centre 11113 113 St. 9 a.m.–1 p.m. Admission: \$3.00. Vendor Tables: \$25.00. Info:- Ric Francoeur, swapmeet@mmrf.ca Ph. 780-458-1032 www.mmrf.ab.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

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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

