



# The Switchlist

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

August 2023

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Form 255  
UNION PACIFIC RAILROAD COMPANY

SWITCH ENGINEMEN'S DAILY REGISTER

Yard \_\_\_\_\_ 19 \_\_\_\_\_

No.	Left Round House or Home Track	SHIFT WORKED		Arrived Round House or 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  
 Maduro Origin : Reserve, LA  
 027 Destination: St. Rose, LA  
 790 Cabir: 199044

SPOT	NxtLoc	Tons	Contents	Hdg



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## 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](http://pnr.nmra.org). PNR members with current email addresses on file with the NMRA will receive an email notice when the latest issue is posted.

### 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](mailto: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](http://pnr.nmra.org).

### ADVERTISING

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

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# Innovate, Improvise, Create

This hobby of ours is quite amazing. It seems to provide a never-ending stream of "opportunities" to innovate, improvise, or create. These opportunities are so diverse, too. Several articles in this edition serve as examples of this, where PNR members share a small portion of their knowledge, experience, skills, and talents. That's what Brian Orysen did with his article on p.15 in designing a motorized lift bridge. You also don't want to miss the final part of what Bob Parrish learned through his dad's career with the CB&Q.

Please consider identifying something related to your model railroading efforts where you had to innovate, improvise, or exercise creativity in solving any kind of "problem." It can be simple or complex. Perhaps it's a new (or old) product or tool you discovered and applied using "outside-of-the-box" thinking. We'd like to know about this. All you have to do is write a short summary of what you did. A few photos or a drawing are always a great way to help communicate what you did.

I recently received a request to re-run the guidelines for sharing information about your home layout or module, or your club's layout. Those guidelines for submitting an article begin on p.12. Please consider sharing your modeling interests with your fellow members. We are all interested in knowing what each other is up to.

This newsletter actually begins with a wrap-up of what transpired at the PNR Convention in Tacoma this past May. The summary includes several notable awards presented at the banquet and also results of the Contest. The Prairie Line Experience was indeed a rousing success. Many thanks to the 4th Division's Kurt Laidlaw and the entire Convention Committee.

This year, Russ Segner (4th Division) received the NMRA President's Award for Service to the Division. Congratulations, Russ! And your *Switchlist* editor received the PNR President's Award. This is a real honor but I really have to share the credit with you folks who have been providing the content for the *Switchlist*. I can't do it without you. Many thanks!!

Speaking of conventions, the 7th Division continues planning for the 2024 convention, *Surrey Excursion*, to be held in Surrey, British Columbia. The website should be available some time in September for you to see the activities being planned, then register, and get this on your calendar. Activities will include a Modeling with the Masters clinic. But wait! If you look at p.8, you'll find that Jack Hamilton is also offering to take MWTM on the road.

The *In Memoriam* section (p.9) lists PNR members who have recently passed away. Our sincere condolences go out to the family and friends of all these members. The PNR's newest members this quarter are listed on p.11. Veteran members: Please review this list and be sure to welcome these folks. President Jeff's message on p.29 speaks to the need to achieve a "personal connection" with every member. Please contact your division superintendent to help connect with one or more of our a new members.

The PNR officer, staff, and division superintendent quarterly reports begin on p.29. There seems to be increasing activity at the division level throughout the region. That's great to hear!

The *PNR Interchange* (p.40) includes an announcement that the PNR still has available for sale a couple of MOW shed kits from the Modeling With the Masters clinic in Eugene. The *Timetable* (p.42) is your starting point for planning fun outings this fall.

Enjoy the remainder of summer because our "heavy duty" modeling season will soon be here!

As always, stay safe and happy modeling!

Greg Kujawa, Editor

# PNR News and Announcements

## Prairie Line Experience—Convention Report and Contest Results

Kurt Laidlaw, Convention Committee Chair, 4th Division

Photos by Jeff Shultz, except as noted

The 2023 PNR convention is over, and people are moving on to new and exciting things this summer, but before we forget the event, I want to take this opportunity to thank all the people who worked so hard to put on the convention and make it a success. Not everything was perfect, but the convention team worked to take care of unexpected issues as they cropped up. From the feedback I have gotten, people had a good time and new memories were made. For those who were unable to join us, you missed some great clinics, operating sessions, and some of the best layout tours available anywhere. The non-rail participants got into the spirit of the 150th anniversary of Tacoma and the arrival of the Northern Pacific by spending an enjoyable tea with four historical women who were instrumental in the history of Tacoma and the Northern Pacific Railway. Several people took advantage of the in-house 4DNTRAK layout to do operations on-site. NMRA President, Gordy Robinson, joined the annual membership meeting via Zoom from his home in Scotland and provided some great comments about what the NMRA is doing to move into the 21st century.



Traditional “social media.” AKA the ice cream social that kicked off the convention.



The 4d NTrak modular layout set up at the convention hotel and supporting operations. Greg Kujawa photo

The highlight of the banquet on Saturday was the special awards presented to Ed Liesse. Ed received special recognition for being an NMRA member for over 70 unbroken years! That’s longer than most of the members present have been alive. Ed was also awarded a lifetime service award for his tireless service to the NMRA. The 2023 PNR President’s Award was presented to Greg Kujawa by last year’s winner Lori Sebelley. Awards were also presented to three of our newest Master Model Railroaders: Rick Martin (#731), John Decker (#733), and Bob Jekel (#738). Warren Smith MMR #739) was not present.



PNR President Jeff Herrmann presents one of two major awards to Ed Liesse for his significant accomplishments.



Rick Martin with Jeff Herrmann (left) and Bill Fassett, AP Manager (right).





John Decker receives his MMR plaque.



Bob Jekel with his MMR certificate. His plaque must be "in the mail."

Also at the banquet, we were treated to a great presentation about the [Pacific Northwest Railroad Archive](#) by its Executive Director, Jonathan Fischer.

Besides all the fun, the convention was a financial success. The 4th Division earned over \$8,000 as the host division.

For those of you interested in convention statistics, the final tally of registrations was:

143 Full Fare	11 Day Pass
5 Rail Pass	90 Banquet
55 Non-Rail	21 MWTM (Modeling With The Masters) Clinic
3 Youth	

Full Fare by location:

1 Alberta	2 Montana
6 British Columbia	1 North Carolina
2 California	17 Oregon
10 Idaho	1 Utah
1 Maryland	100 Washington
1 Michigan	

Full Fare registered by country:

8 Canada	135 USA
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### Prairie Line Experience—Contest Results

Category	Award	Name	Entry
<b>Motive Power</b>	1st	Donald Rose	Oahu Railway Narrow Gauge Switch Engine No.12
	2nd	Byron Osborn	Diesel Switcher
<b>Rail Cars</b>	1st	Charles Lee	Caboose
	2nd	Greg Kujawa	D&RGW HO <sub>n3</sub> Combine No. 204
<b>Structures</b>	1st	Bob Parrish, MMR	Boise Valley Transit Substation
	2nd	Michael Donnelly	Dodge & Bryant Pier
	3rd	Michael Donnelly	Tie: Curved Trestle, Atlantic Fish Co. Pier
<b>Non-Revenue</b>	1st	George Chambers	Piledriver - O scale
	2nd	George Chambers	Westside Lumber Co Tank Car No.3
	3rd	George Chambers	Mich-Cal Lumber Co. On3 Snow Plow
<b>Photography</b>	1st	Brian Ferris	Information and photo not available
	2nd	Phil Everett, MMR	Information and photo not available
	3rd	Lee Bishop	Information and photo not available
<b>People's Choice – Model</b>		Donald Rose	Oahu Railway Narrow Gauge Switch Engine No.12
<b>People's Choice – Photography</b>	1st	Brian Ferris	Information and photo not available



**Motive Power – 1st Place and People’s Choice—Model—Donald Rose. Oahu Railway Narrow Gauge Switch Engine No.12**



**Motive Power – 2nd Place—Byron Osborn. Diesel Locomotive**



**Rail Cars – 1st Place—Charles Lee. Caboose**



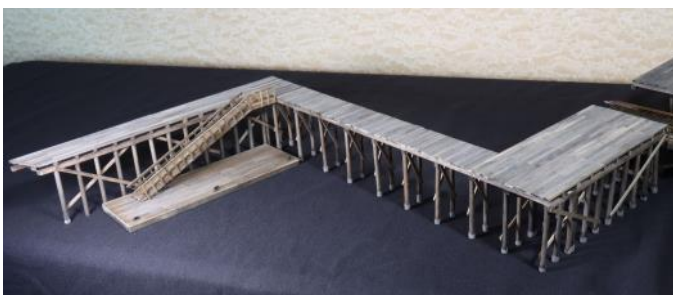
**Rail Cars – 2nd Place—Greg Kujawa. D&R&GW HO3 Combine No. 204**



**Structures – 1st Place—Bob Parrish, MMR. Boise Valley Transit Substation**



**Structures – 2nd Place—Michael Donnelly. Dodge & Bryant Pier**

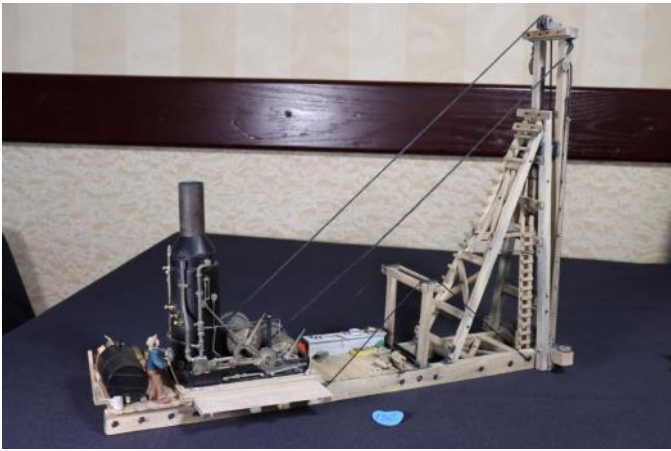


**Structures – 3rd Place Tie—Michael Donnelly. Atlantic Fish Co. Pier**



**Structures – 3rd Place Tie—Michael Donnelly. Curved Trestle**





**Non-Revenue – 1st Place—George Chambers. Piledriver - O scale Pier**



**Non-Revenue – 2nd Place—George Chambers. Westside Lumber Co Tank Car No.3**



**Non-Revenue – 3rd Place—George Chambers. Mich-Cal Lumber Co. On3 Snow Plow**

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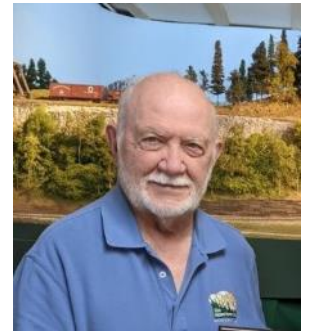
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## 2023 NMRA President's Award for Service to the Division

Jeff Herrmann, President, Pacific Northwest Region

Russ Segner, 4th Division, is this year's recipient for the NMRA President's Award for Service to the Division in the PNW Region. The NMRA President presents this award to one individual in a Division in each Region per year, who has done outstanding work to make his or her local Division effective, engaging, and welcoming to members.

Russ had been a member of PNR and the 4th Division for almost 30 years. He is an active Sn3 modeler with a beautiful layout at his home in Newcastle, Washington, as well as a member of the Boeing Model RR club. Russ has been active in PNR and 4th Division activities since he joined in 1994. He assisted with clinics at the PSX 2004 national convention in Seattle in 2004 as well as led a national Narrow Gauge convention in Bellevue, Washington. In 2014, he was elected 4th Division Superintendent and served until the end of his fourth term in summer of 2022. During his time leading the 4th Division, it hosted the PNR convention (PSX 2014) which was a big financial success with more than \$6,000 profit turned over to PNR region. The 4th Division financials grew with successful shows at the Pacific Science Center over MLK weekends and the Washington State History Museum Christmas shows earning significant funds for the Division and their modular groups. The Division has seen member growth at both the modular groups and monthly clinics. When the Covid pandemic hit in 2020, Russ led the Division quickly to virtual meetings that have become more of the norm in 2023 as well as developing a popular series of virtual layout tours that continues to meet monthly featuring many fine layouts around the 4th Division. Both the layout tours and monthly clinics are now posted on the 4th Division PNR YouTube channel with almost 1,000 subscribers. Russ continues to be active in National Narrow-Gauge affairs as well as helping with the 2023 PNR convention.



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## 2023 PNR President's Award

Jeff Herrmann, President, Pacific Northwest Region

At the 2023 PNR Convention held in Tacoma, Washington, Greg Kujawa received the PNR President's Award. The President's Award is presented annually to honor a member of the PNR 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.

Greg has been our *Switchlist* Editor since late 2015 and has been making it better and better with each issue! His writing style makes it easy to read and keep the reader involved. He made small improvements in the layout that changed the appearance for the better. One of the bigger challenges for him was getting members to provide material to print in the *Switchlist*. As a result, he sends out a notice to all the PNR Officers and Committee Chairs reminding them of the upcoming issue, almost a month in advance, to start thinking of what they would like to say to the PNR members! Then, about two weeks before publication, he sends out another notice reminding them and everyone else about the approaching deadline and to get their ramblings in to him. He also makes a pitch in the *Switchlist* to the members to consider writing something to share with the membership. And that includes construction articles on model railroading subjects or even a continuing "class" on some topic that is too long for one issue.

To help the new "authors" and probably several of the old hands, he provided a synopsis of how to write an article for publication, including how to format it for the *Switchlist*. He is also open to helping the new author by inviting him or her to send him a copy of the proposed article and he will look it over and let them know of any improvements or corrections they might need to make.

Greg provides PNR members with a great publication full of interesting information and news of what's going on in the Region as well as upcoming activities.

Please join me in congratulating Greg Kujawa as the recipient of the 2023 PNR President's Award.



Jeff Herrmann, President, and Lori Sebelley, recipient of the 2022 President's Award, presented the PNR President's Award to Greg Kujawa. Jeff Shultz photo



# PNR 2024 Convention – Surrey Excursion

Lori Sebelley, Convention Chair

Hey all. If you haven't done so yet, be sure to mark your calendar to attend the PNR's 2024 convention. It is "on track" for May 22-26, 2024, in Surrey, British Columbia. The convention committee continues to work hard organizing many events, including a social gathering, self-guided layout tours, contests, displays, AP evaluation, clinics, Modelling with the Masters, operating sessions, non-rail activities, a banquet with keynote speaker, and a raffle. We also hope to have escorted prototype tours and a hands-on project as well. The website should be on line in September.



I hope to see you all there!

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## Do You Want Modeling With the Masters in Your Neighborhood??

Jack Hamilton, MMR, 4th Division

Modeling With the Masters (MWTM) is a National Model Railroad Association Education Department Program. MWTM aims to introduce and challenge modelers with different materials and projects requiring the use of various tools and employment of a wide variety of skills. It is not the intent of MWTM to produce "contest" quality end products but to embed the knowledge and skills so that modelers may achieve those results in future projects. Each session is guided by several Master Model Railroaders who are experienced in the materials and skills used.

Our Region is working to expand the availability of MWTM beyond the current PNR convention offerings. The intent is to make MWTM sessions available throughout the Region, supported by the Divisions (facility arrangements and local logistics) and MMRs from across the Region. To make MWTM work, we need to know how many modelers would like to participate and what subjects are most desired. While offering new topics at each session is common, repeat session projects are appropriate if the student interest is high and the sessions are conducted in different Divisions.

MWTM sessions are fee-based, with the price based on the cost of materials and the need to provide support for MMR travel. The average cost for a one-day, 8- to 10-hour session is \$50. The Region does absorb some part of the cost, if necessary. The modeler receives all required materials, detailed task instructions, availability of "loaner" tools, and on-site support from MMR instructors. The student is responsible for providing their basic tools, which are identified well before the session. Class size is typically limited to 25 students.

The usual schedule for a MWTM day starts at 9:00 a.m. with a break for lunch and then continues through the afternoon. The session can resume after dinner if necessary. An alternate schedule is with the start at noon on day one, with work through the afternoon. The session continues at 8:30 a.m. on day two and ends at about noon.

If you are interested in a MWTM session in a location near you, please let me know. I would appreciate your input on interest in attending, projects you would be interested in (remember this hands-on, make things), and days of the week that work for you. Please include your Division Superintendent as an addressee in your input. They need to know what the Division members want. Division Superintendents are also encouraged to work up a proposed session for the members of their Division.

All PNR MMRs are invited and encouraged to join MWTM to serve as instructors and mentors. Please let me know if you are on board with the program.

So that you know, the model completed during the session may be appropriate for an Achievement Program Merit Award. At least five students at the PNR Tacoma Convention received Merit Awards for the flat car they built during the MWTM session or completed at home after the convention.

Let me know what your desires might be.

Jack Hamilton, MMR  
gradiver@wavecable.com



## 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 — July 2022 through July 2023

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
July 2022	4	Cook	David	Shoreline	WA	
August 2022	6	Hoy	Ronald J	Peace River	AB	
	2	Kay	William H	Portland	OR	Life Member
September 2022	6	Caveny	Terry	Edmonton	AB	
	5	Edmison	Glenn	Yakima	WA	
	4	Newsom	Jim	North Bend	WA	
October 2022	4	Cook	June A	Fairbanks	AK	Life Member
November 2022	2	Dippert	William	Portland	OR	Life Member
December 2022	6	Hadlow	Bob	Calgary	AB	Life Member
January 2023	5	Lippincott	Linda	Newport	WA	Life Member
February 2023	7	Ackland	William D	Victoria	BC	
March 2023	5	Sala	John	Helena	MT	Life Member
	6	Warrington	Gary	Paradise Valley	AB	
April 2023	6	Lee	Anthony W	Lethbridge	AB	Life Member
	6	Hadlow	Bob	Calgary	AB	Life Member
May 2023	7	Heyer	Heinz	Sechelt	BC	
	1	Johnston	Jeff	Eugene	OR	
	5	Smith	Lauralyn	Hamilton	MT	
June 2023	4	Duvall	Duncan E	Port Townsend	WA	
	1	Selzer	Marvin	Coos Bay	OR	
July 2023	6	Seymour	Doug H	Edmonton	AB	Life Member

## Passing of Marvin Selzer

Christopher Jones, 1st Division

**Marvin Selzer**, one of our long time Division 1 members, passed away at his home in Coos Bay on the 10th of June. His love of trains was infectious to all that knew him. Marvin will be fondly remembered by all.



# Passing of Heinz Heyer

Jake Swaney and Graham Stokes, 7th Division

## Heinz Heyer (July 13, 1941 – May 12, 2023)

Heinz joined the Sunshine Coast Model Railroad Club (SCMRC) in June 1996, a few years after moving from the Fraser Valley with his wife Judy. In the Fraser Valley, Heinz built a large N scale layout in an outbuilding on his property. After moving to the Sunshine Coast, he purchased a commercial sign design and production company. He learned the necessary computer skills and laser cutting process quickly and was very capable of installations when required. As a trained millwright, he was adept at solving problems and modifying designs so they worked better. He did not hesitate to pitch in with any Club projects after he joined. Heinz loved to attend local and regional train shows, group hobby shop trips, group railfan activities and visits to operating layouts.

At this time (1993-1998), the SCMRC was meeting in a room in a closed elementary school in Gibsons. We continued to work on detailing and finishing the modules we had designed and started in 1990-91. The Club was also building an O scale shelf layout at this time. The Club also assembled a few small portable N scale layouts for a raffle for a local charity, The Elves Club, a group providing Christmas hampers for less fortunate families on the Sunshine Coast. Heinz was right there providing N scale track plan options, with DC wiring drawings, and selling the raffle tickets. When the Club discussed having their unique logo for the Club shirts, Heinz stepped up again and designed the current logo.

Heinz also assisted design and construction of several SCMRC member's home layouts, specializing in track planning, benchwork, electrical/DCC design, and track work.

Heinz was a very intense and organized personality who liked to get on with projects, personal or for others. At his recent Celebration of Life, his stepdaughter described him as a very positive and supportive stepfather for a 12-year-old girl initially. His support carried into her adult working career and family events right up to the end of his life.

As a member of the SCMRC for over 27 years, his presence will be missed by many, especially during the coffee break after any work or operating sessions.

By Jake Swaney – Sunshine Coast Model Railroad Club

Heinz was a friendly, skilled, and enthusiastic model railroader. He was an NMRA member of our North Shore Sub of the 7th Division of the PNR and active in the Sunshine Coast Model Railroad Club. I met him when he was helping with the raffling of the SCMR club N scale layouts at Cameron Rec Centre in Burnaby, where train shows and 7th Division meets were featured until 2013. Heinz added his technical expertise to the club layouts in Gibsons and Sechelt, improving, among other things, turnout control and lighting. These continue to help his fellow club members and visitors enjoy the operation of trains. I will miss his friendly welcome when we came to see the club layout and his enjoyment of layout visits on the North Shore, including, I think, at least one Trains and Scones here on a December evening. It was good to share the hobby with Heinz.

By Graham Stokes – Subdivision Coordinator for the North Shore to Pemberton and Sunshine Coast

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# Passing of Chuck Ricketts

Jim Elder, 4th Division

One of our 4D MMRs has passed away. Chuck Ricketts (MMR #562) left us on Aug 6th at Harborview Hospital. His balance had been deteriorating for the last year and a fall resulting in a severe head trauma took him from us. I will miss his friendship and sharing of all things related to model construction and in particular the railroad hobby. His imagination, hobby expertise, and enthusiasm to get everyone involved in operations created fine comradery.

Chuck's Sherwood, Shelton, & Sarazen (S. S. & S.) Railroad included a unique feature at the time—a movable barge “floating” traffic between Oyster Bay and South Seattle, a separate location and operating system. Thanks to the efforts of Roger Nulton and Dale Kreutzer, the S. S. & S. is in the October 2020 issue of the *Narrow Gauge and Short Line Gazette*. Bruce Petrarca (MMR #574), one of Chuck's Arizona friends, has created a video about Chuck's S. S. & S. that I thought clever and Bruce posted it on this Vimeo link: [vimeo.com/536949514](https://vimeo.com/536949514).



Chuck Ricketts and Dave Faucett. Jim Sabol photo



Chuck sold the house in Lacey with railroad intact. Or, perhaps from a modeler's perspective, sold the railroad with the house intact. Never giving up model railroading, the Baja Sienna was his next railroad in Tumwater. You've seen various articles and YouTube presentations about this one. My perspective, with a laugh, is the materials used were largely gathered at the local foam recycler's dumpster. Once again after reaching the operation stage, this layout was carved up and sold to a Seattle model railroader. Chuck moved again, staying in Tumwater and had, in the planning stage, a shelf layout in the works for the new garage.

With a sigh, I say goodbye to Chuck who was an exceptional friend to me, the Olympia model railroaders, and the whole Puget Sound model railroading community.

A Celebration of Life will be announced to take place in Olympia at a presently unknown date. Chuck's partner, Janet Spencer, will appreciate emailed condolences at [janetinbastrop@gmail.com](mailto:janetinbastrop@gmail.com). She looks forward to meeting all of you at his Celebration of Life.

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

**Notify NMRA Headquarters**

email: [hq@nmra.org](mailto:hq@nmra.org)

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

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

## New PNR Members

May–July 2023

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
1	Crossman	David	Eagle Point	OR	5	Thrasher	Brandon	Wenatchee	WA
4	Bell	Eric	Lakewood	WA	6	Andrade	Eston	Sunset Estates	SK
4	Bell	Colton	Lakewood	WA	6	Andrade	Tarina	Sunset Estates	SK
4	Biederman	Jay	Renton	WA	6	Back	Velda	Regina	SK
4	Cartwright	Jo Ann	Bainbridge Island	WA	6	Carr	Jim	Moose Jaw	SK
4	Cope	Len	Bainbridge Island	WA	6	Greggs	Jon	Calgary	AB
4	Munday	Douglas	Gig Harbour	WA	6	Howard	Allan	Regina	SK
4	Patton	Robert	Gold Bar	WA	6	Trumbley	Gary	Moose Jaw	SK
4	Stevenson	Bob	Puyallup	WA	6	Walker	John	Ardrossan	AB
4	Winter	Robbie	Mill Creek	WA	7	Bjornson	Leif	Powell River	BC
5	Campbell	Chris	Kennewick	WA	7	Mann	Robin	Surrey	BC
5	Finch	Deryl	Richland	WA	7	Martinez	Mateo	Coquitlam	BC
5	Pappas	Jack	Spokane	WA	7	Smith	Grant	Vancouver	BC
5	Schulz	Wayne	Hayden	ID	7	Verma	Harish	North Vancouver	BC
5	Snoots	Leslie	Pasco	WA					

## Not getting the bi-monthly NMRA eBULLETIN?

The new **NMRA eBulletin** comes out every other month near the first 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>



## NMRA Video Library

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

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



# Features

*Editor's Note: In the February 2022 Switchlist, we began running a series of articles featuring PNR members' layouts and modules. **We've expanded the scope to now include club layouts.** The intent of this series is to have an easy way to share your ideas, vision, modeling interests, and progress across the vast distances of the Pacific Northwest Region. These articles can be as simple or detailed as you want. You can review past issues of the newsletter to see what your fellow PNR members have submitted.*

*We've had a fairly good response so far, but do need more articles to maintain momentum. To help keep this going, a member requested that we re-run the guidelines published in the February 2022 newsletter. So, here they are below, slightly updated.*

***Please consider submitting an article about your home or club layout or module.***

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## Sharing Information About Your Model Railroad—A Few Guidelines

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 the February 2022 issue of *The Switchlist*, we launched a new series of articles that 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? This is sort of like that.

### Guidelines and Suggestions

- PNR member layouts only
- This includes home and club layouts and an individual's modules 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, era, 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
  - 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 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.

On the next page 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 not in the template and it's ok to fill in "TBD" (To Be Determined) for any of these. You can see examples of how others have filled this out in *Switchlist* issues dating back to February 2022. Or see what's included in layout articles in other model railroading magazines.

## Layout at a Glance (template)

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

## How to Submit Your Article

If you are interested in contributing, please first give me a "heads up" via email at [switchlist@pnr.nmra.org](mailto:switchlist@pnr.nmra.org) and we can discuss and plan 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 medium to high resolution to maintain image quality (See *Images* below). In the body of your article, please identify where you'd like your images to appear, such as by inserting numbered captions at those locations. Email your article and images to the editor at [switchlist@pnr.nmra.org](mailto: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 on the PNR website where I've posted [Guidelines for Writing and Submitting Articles and Style Guide for \*The Switchlist\*](#). I am also available to provide advice for your article. You don't need a degree in English.

## Images (photos, drawings, maps)

Photos (including any photos of your track plan drawing) should be sharply focused, have good 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). Image file names should be numbered or labeled to pair up with your captions. Or, you can embed the images into the Word doc if you can retain quality of the images.

## Conclusion

We want this to be a positive, non-intimidating (and hopefully fun) 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 easy 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.

With nearly 1400 members in the PNR, we have a lot of capacity for generating layout articles. 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 certainly does not disqualify you from submitting an article here.

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



# How I Built a Three-Level Motorized Lift Bridge – Part 1 of 2

Article and images by Brian Orysen, 1st Division

*Editor's Note: This is the first of a two-part article. Look for Part 2 to be published in the November 2023 issue of The Switchlist.*

## Part 1

My home layout is approximately 17 x 17 feet and has three decks or levels spaced 12 inches apart. The levels are center supported to allow operating the railroad from both the inner and outer areas of the layout.

**The challenge:** How could I easily access that inner, center area in order to operate the railroad?

**My solution:** I built a motorized three-level lift bridge. When the bridge is in the DOWN position for operations, the height clearance under it is 32 inches (Fig. 1). When raised in the UP position, the height clearance increases to 54 inches (Fig.2).



**Fig.1: Bridge in DOWN position.**

## Bridge Framework

I constructed the bridge framework from 1 x 2 boards and 1/4-inch-thick plywood. A top piece made of 7/16-inch-thick oriented strand board (OSB) is the support piece when the bridge is in the DOWN position. The framework is glued, air nailed, and screwed together.

I used two full-extension cabinet drawer guides stood vertically on end to operate the bridge up and down. The guides are mounted to the layout's 2 x 4 support legs using 1/4-inch bolts welded to each guide. The guides are also attached to the bridge framework with sheet metal pan head screws.

## Lifting Mechanism

The bridge's lifting mechanism consists of a 12V DC power supply, circuit breakers, momentary toggle switches, relays, a General Motors automobile power window motor modified to allow cable winding on the drum with 1/16-inch cable, and



Fig.2 Bridge in UP position.

patio door rollers for the lift points. I attached a spring to the end of the cable to keep the cable taut in the DOWN position to prevent the cable from going slack (Fig. 3).

The mechanism's two circuit breakers include a 10A lift motor breaker and a 2A breaker for the momentary switches and relays.

I installed a DOWN travel limit switch, which also activates each individual power relay for each railroad track on both ends of the bridge. The bridge also has an UP travel limit switch.

I powered each of the bridge tracks with a pair of compression spring contacts, which remove track power from the bridge when raised. An LED is installed on each side of the bridge to notify operators that there is track power when the bridge is in the DOWN position.

**NOTE:** Stay tuned for Part 2, which will focus on drawings and schematics of the electrical portion of the bridge.

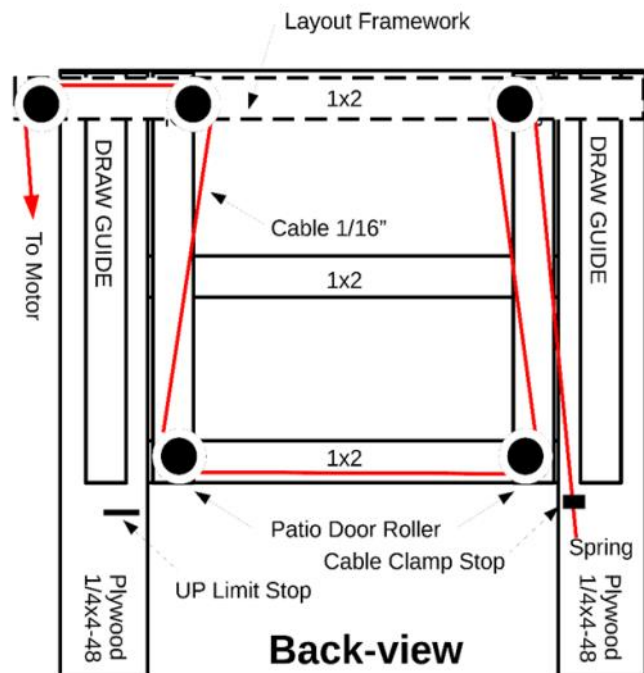


Fig. 3. Diagram of bridge lifting mechanism.



# Life with a Railroader—

## How My Dad Caused Me to be Like This (Part 3 of 3)

By Bob Parrish, MMR, 3rd Division, with photos from author's collection

*Editor's Note: This is the last of a three-part series of articles. Parts 1 and 2 were published in the February and May 2023 issues of The Switchlist.*

### Part 3

#### The Burlington Office in Chicago Closes

Following the merger and the move of the CB&Q general offices to St. Paul, Minnesota, we would laugh at Dad as he was about the last one out of the offices and that he was the one who had finally turned off the lights.

While sorting through old books and papers and what should be shipped to the St Paul office, he discovered a drawer of old tariff papers dating to 1878 and 79. It was a cool mix of printed and handwritten material that showed much about how pricing was set. When Dad gave me the papers in the late 1980s, he pointed out several handwritten sheets and told me that it was an example of how they often made up stuff on the fly and why the railroads had it coming with the oversight and often draconian management of the ICC.

After a month at home in Chicago following my return from Viet Nam, I packed up and shipped those things that I wanted and returned to the West as I was not going to St. Paul and the winters. I reasoned that Minnesota would make Chicago look like Miami Beach. The house was sold in a few months and I no longer had any connections to Chicago. I still had six months left on my four-year hitch with the Navy but there was no question that I was to stay in the West.

I was discharged in November of 1969 and quickly became busy getting on with life and discovering what it was like not to have the military and the draft hanging over me. I would soon reenter the hobby.

#### Return To The Hobby

During my time in the Navy, a friend had kit-collected for me and once back in California, I would have time to go through the various kits and start working on my thinking of a new railroad. In that batch, which was to cost me nearly \$300, was among other things, a Fine Scale Miniatures engine house, four Campbell Models flat car/gondola kits, and three humorous boxcars from a company in Don Mills, Canada. [Don Mills is now a neighborhood within the City of Toronto.] All these cars are still bouncing around on my railroad.



A little know Campbell Models low-side gondola.



A Canadian Railway Miniatures refrigerator car..

My interest in history and late nineteenth century stuff was now a given. Initially, I didn't do too much other than discover where local hobby shops were located and what was now popular in locomotive control systems.

Once married in 1972, we purchased a home that had a small unused bedroom that soon became my railroad room. A year later, I stood up a 4 x 8-foot plywood railroad which still today has a remnant part in the area of my Nampa freight yard. This would make the move when we went to Idaho.

#### Moving To Idaho

In 1974, Vivian and I bought a five-acre parcel of ground in Idaho south of Nampa that actually had a Kuna mailing address. It was bare ground and a year later we would move onto the ground in a mobile home and begin building a house that we would complete in December of 1976.

Shortly after taking the ground and trying to describe over the phone where we were moving, Dad did not ask why we



might be going to Idaho or what we were going to do when we got there. He asked, “So, you are going have a Kuna address. How close to the Bowmont siding are you?”

“What?”

“How close to the Bowmont siding are you?”

I barely knew what or where that was; but I was more interested in how he might have known.

“I think it’s about two miles from here. How do you know that?” I asked.

“It’s a beet spur operated by the Union Pacific. It goes south to Melba and ends at Stoddard. I think there are two beet dumps along the way. I think the Bowmont dump is really near to you.”

“How do you know this?” I asked again.

“Over the years, I have spent hours in front of a route map. I doubt if there is a spur or siding in the West that I haven’t sent something to. When you take an order from a particular shipper, you are seldom told more than where the consignee might be located. In writing an order for a shipment, you are matching up a shipper and a consignee. You attempt to find that shortest route and go over the fewest number of railroad lines. In most cases, the shipper is on your line and that is why they are calling you—in my case, the Burlington. There is no assurance as to what line the receiver might be on. It’s best if is on your line as you hold the entire tariff but that does not always happen.

“So, I have spent a lot of time looking at the wall map for where a place might be. I asked about the Bowmont siding as it is close to where you said you bought that ground.”

Because I was new to the area, I had not even heard the name of the siding but when I went past the location sometime after, sure enough, there was a sign that clearly identified the siding as Bowmont.

### Railroading Takes On A New Face

In 1978, Dad told me of a movement at the federal level to start removing the barriers placed on the railroads which forced them to be regulated as a monopoly. It had become obvious that competition from trucking and air freight were paralyzing the railroads and their profitability was declining and several major carriers had already filed for bankruptcy.

In 1980, the Staggers Act was passed by Congress that would allow the railroads to enter into contracts directly with shippers. It would be the first time in this century that companies could return to operating as a business and not a monopoly.

The downside of all of this was that the Act was to be implemented over several years. One of those downsides was an amnesty where the statutes of limitations were removed and anyone who had some final claim for rate resolution could file for adjudication with the ICC. Dad was not sure he wanted to spend his last years with the railroads sitting in ICC hearing rooms with a bunch of company lawyers.

### Dad Retires

In March of 1981, Dad was called into the office of Norman Lorentzsen, who was at the time, president of the company. He had taken over that role from Robert W. (Bob) Downing in 1976. Bob and Dad were golfing friends with his arrival in St Paul and would continue for next twenty years.



From the larger map shown above, this photo shows the beet spur to Melba with Bowmont along the way. I was completely amazed at his ability to know the locations of most places in the West. Although the map shows Murphy, the track had been pulled back to Stoddard in 1943 as part of the iron recovery drives in support of the war.



Although this is a later printing in 1963, this map is similar to the one hanging in the photos of the 1940s. Dad retrieved this from the office wall in 1969 when he and a few remnant people closed the Chicago office as they moved to St Paul, Minnesota. It was given to me during a visit to Minneapolis in 1992 and has hung near my railroad room ever since.

The nature of the meeting was to offer Dad an early retirement. It had become apparent that the company was losing good employees due to the seniority system that pervaded the railroads. Their solution to some of this was to offer early retirements and thus make space for more speedy advancement.

Dad's response was, "Can I use your phone?"

He called Jeannette right there from the president's office.

"Do you think you could handle me being around on a full time basis?"

Jeannette answered, "Yes," and that was that.

He hung up the phone and the wheels toward retirement were now turning; Dad was sixty three. By the time the calculations were made, sick leave, unpaid vacation, he had a solid four days to clean out his desk. With the unclaimed vacation time, his actual date of retirement would be the last day of May, 1981.

We traveled from Idaho to visit Dad and Jeannette in Minneapolis over the Memorial Day weekend when, unbeknownst to me, he announced that the day of our arrival was his first official day of retirement. That turned the day into a great celebration.

In the fall of 1993, I noticed there were no beet hoppers running on the siding that ran south out of Nampa that hauled sugar beets from Stoddard below Melba and Bowmont back to the north side of Nampa to the Amalgamated Sugar Company. This had been an every-year piece of railroad traffic for as long as we had lived west of Kuna. They would run 15- to 20-car trains several times per week at the breakneck speed of 10 miles per hour, during the daylight hours during the fall beet harvest campaign.

I asked Dad if he had a notion as to what was happening. He told me that he no longer had access to abandonment applications, but he still knew enough people at the Burlington that he had a person to call.

Several days later I took a phone call with a response.

"They are abandoning the line. They applied last Spring and, because it was long ago relegated to a beet spur designation, they only need to post a time for projected abandonment. The ICC really has no say in the matter as they have removed that spur from interchange traffic and that puts them out of the conversation.

"Can you recall seeing any rolling stock that was marked other than Union Pacific?"

I had to think back; but I was sure that he was correct. "Often the hoppers were marked maintenance of way (MOW)."

"That's it," Dad announced. "Those are not interchange cars but derelict cars that are probably way older than 35 years old and can no longer be put out for interchange traffic.

"You have probably seen them sitting on the siding as storage from time to time."

"Yes, it's only a single track with some sidings. Sometimes they are stacked right out on the main line from Nampa to Melba," I answered.

"Yep. With none other than seasonal traffic, they can do that and no one will notice."

The following summer A&K Railroad Salvaging of Salt Lake City, Utah, would pull up the track from a location about a half mile south of Nampa all the way to the Stoddard Branch below Melba. The rail would be sold for scrap and the ties were marketed for yard work landscaping.

## A Storytelling Week

In 1995, I had an opportunity to spend a week with Dad in Minneapolis while Jeannette and Vivian were at a convention. He and I would drop them off at the convention center and we would bounce around town, visit a few hobby shops, and do a little train watching. Each day had a time for a long lunch and a lot of storytelling. Much of what I have told here was shared during those lunches.

At one of those lunches, he told a great story about a tariff regarding a thing called Immigrant Movable. It dated back to the 1870s and would come up for a challenge nearly a hundred years later.



**Dad and Jeannette at his retirement party in May of 1981.**



**In a posed photo taken in 1981, Dad, in his office, is with the then current Burlington Northern route map (visible in red) forty years after the photo taken in the Chicago office. The notebooks below the map are legal books regarding Interstate Commerce Commission rulings on tariffs.**



The nature of the land grants to the railroads, created in the mid 1860s, was to offer the railroads alternate square miles along the transcontinental routes and some ancillary routes as a mechanism to fund the railroads. It was fraught with scandal and fraud but that is another story. The intent was to allow the railroads to sell those land parcels in an effort to generate revenue from the land sale. The railroads would further benefit from the freight and passenger traffic in and out of those now privately held areas. It could be argued that this whole thing was a giveaway to the railroads, but in light of the federal government trying to develop the West; overall it worked.

The Hannibal and St. Joseph Railroad, located in Missouri, was an early recipient of these land grants and also was the first railroad to provide mail service over the rails. The Chicago, Burlington and Quincy would acquire the Hannibal line in 1883.

During this same time, the railroads were competing with another arm of the government, the Department of the Interior, which was granting homesteads in various places and times, during the western expansion. The rules for homesteading are well known and I will not develop it further other than to note that most homesteads were granted for agricultural purposes and often undermined the ability of the railroads to sell adjacent properties.

The edge that the railroads had was that many, and perhaps most, townships were formed in close proximity to the railroad rights of way. Most of the homestead grants were beyond that one mile square grid that the railroads held. Purchasing land from the railroad still was desirable as distance from a town was a problem in inclement weather. In addition, most townships centered on the railroad and its depots; proximity was in high regard. In fact, many towns in the West were established around railroad-related activities and their need for locomotive service approximately every 40 miles. Frequently, when a railroad moved to another location, a nearby town moved with it.

Many freight and passenger depots along the route were constructed with dormitories that would sleep train crews and also potential buyers who would come and search out land that they might purchase. Not only were the railroads the realtors for this, they were also the lending agency and thus, would receive land payments as income.

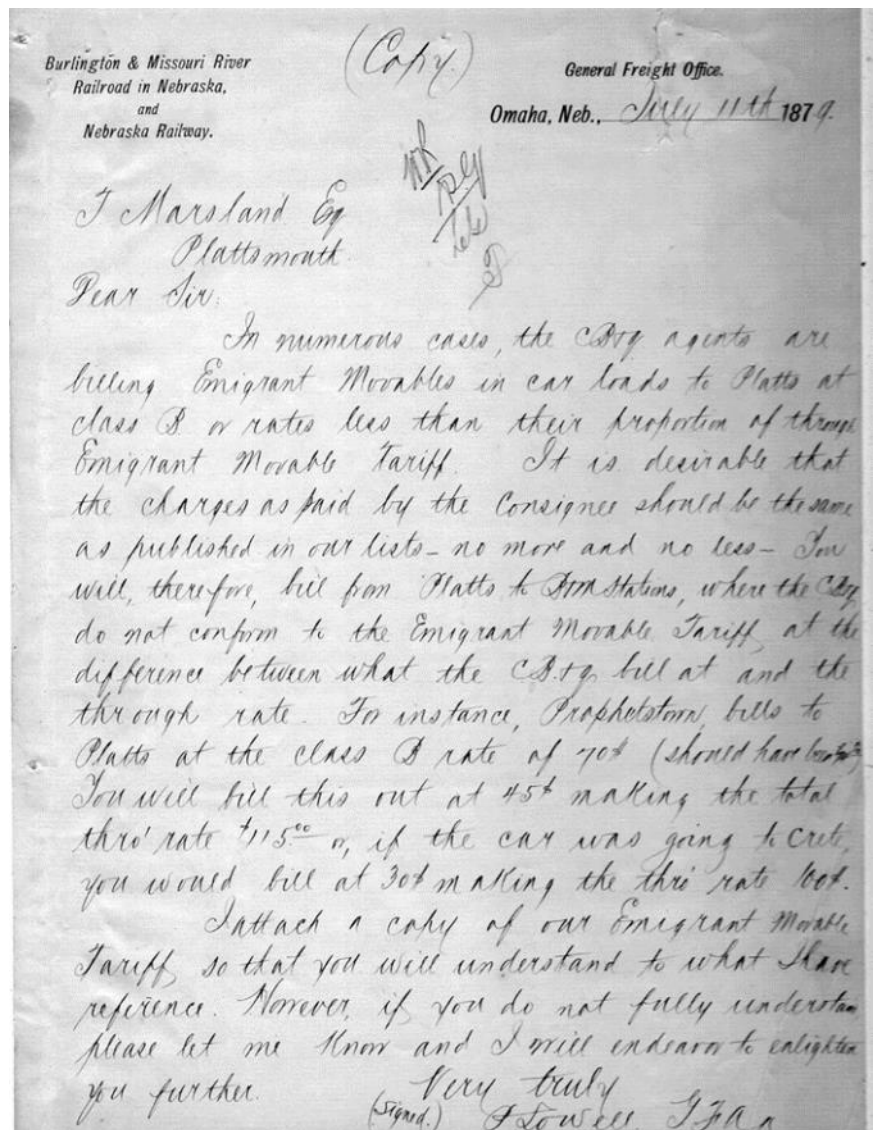
Many railroads advertised these tracts of land in northern Europe and came to the attention of many Scandinavians and Germans who immigrated in large numbers in the late nineteenth century.

Many immigrants and citizens from the eastern states would travel through the West in search of land opportunities and become part of the western expansion. They would stay in the dormitories and depots as they would tour in search for a suitable location.

Once contracts were signed, the new owners would return to the East, gather up family and possessions, and under the tariff of Immigrant Movable, move to their new land in the West. In many cases, the land purchaser actually rode in an outfitted boxcar with their household possessions and livestock. With an additional fare, the landowner may purchase a seat in a coach on the same train as their goods.

This tariff was active for nearly thirty years until the West filled in and the available land was populated. The Burlington was the mortgage agent for huge tracts of land and would not turn the remaining loans over to the banking industry in 1895.

As usage of the tariff was used less and less frequently, it became largely forgotten until near-



A letter from Percival Lowell, General Freight Agent for the Burlington and Missouri River in Nebraska and Nebraska Railway, dated 1879 to the freight agent in Plattsmouth, Nebraska, who was obviously billing out an incorrect charge. This letter offers an eye view of the Immigrant Movable tariff.



ly seventy years later when Dad had a freight agent come into his office with a request to move a lady and her household goods and several horses from Seattle to a location in Montana. The request came in January of 1970. He had no idea how to price out a rate for this.

Dad knew immediately that this was an out-of-the-ordinary type of request and asked for some time to reply to the freight rate agent. After a bit of research, he found the old tariff listing called Immigrant Movable. He returned to the rate agent and asked how far along the request had progressed. He was told that a boxcar had actually been spotted on a public siding near Seattle. Dad told the agent to immediately bad order the car, remove it, and rescind the spotting order.

Other than commuter service, these were the final years of railroads conducting their own passenger service prior to inception of Amtrak on the first of May 1970. Most passenger equipment was in poor condition due to deferred maintenance while waiting on this new federal agency to take over.

He surmised that someone had found the old tariff and was going to try to exploit the forgetfulness of the railroads and get their stuff moved at a severely reduced rate.

The railroads long had rules about passengers in freight cars and there were clear rules about a person riding in a car where there might be a needed heat source. Heating of freight cars only occurred in limited conditions for very specific commodities. Similarly, the railroads had suspended nearly all hauling of livestock over the rails many years before.

The wheels were now turning and the Burlington put up an immediate request to the ICC for the Immigrant Movable tariff to be stricken. When the word got around to other carriers, there were numerous co-applicants and soon all of the main line carriers became part of the request; as this had coast-to-coast implications.

Dad told me that the granting of the ruling by the ICC was one of the fastest settling actions he had ever seen.

As mentioned earlier, when Dad was part of the closing of the Chicago office, he came on a drawer of old tariff sheets from the 1870s. How these went unnoticed for nearly one hundred years is anyone's guess. In a conversation about how the railroads had it coming for operating as a monopoly, Dad gave me most of this collection of tariff sheets. Below is a handwritten sheet with options for the class of service, 1 through 4, and the type of car that might be offered to the shipper, A through C. It appears that the quality of condition of the car was also a priceable issue. If a shipper of grain in sacks called for a boxcar, he needed one that did not leak in rain.

He contended that these handwritten sheets existed on the railroads' general agreement with each other at that time. There was no interchange mechanism and many lines had transfer stations where the commodities were manually reloaded from the car of one company to that of the next railroad along the route to the consignee. This practice was in vogue for many years as there were no standards for rolling stock including couplers, brake systems, and, depending where the car might be in the country, rail gauge. Additionally, many railroads did not want their equipment to leave their line as the car may never come back.

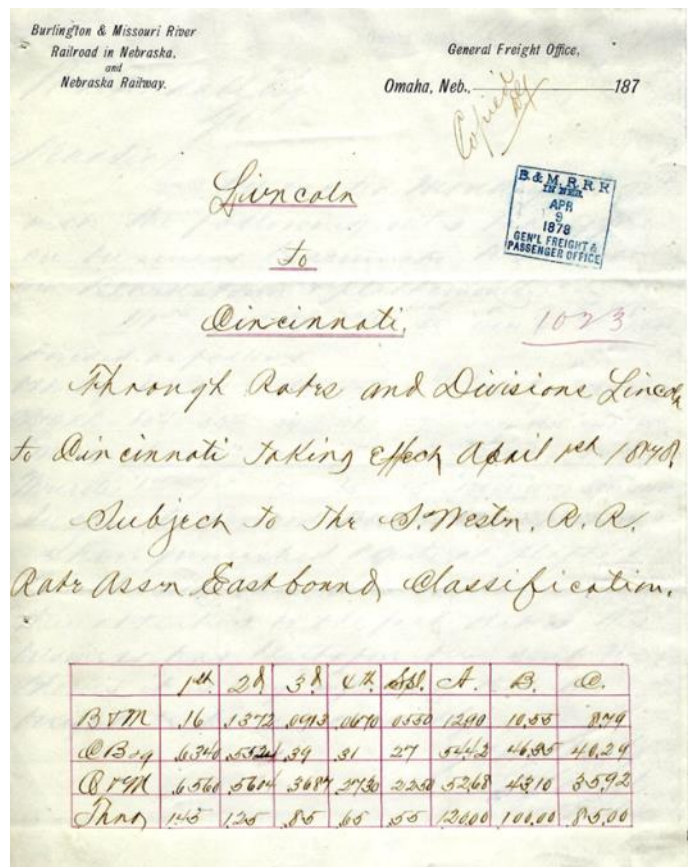
Consider the container freight industry of today. Depending on what is being shipped, there is no real mechanism to get a container returned. Thus, many are actually purchased for a one-time use by the shipper.

In his extensive book on railroads, *The American Railroad Freight Car*, John White, curator of the transportation portion of the Smithsonian Institution, tells of as many as half a million freight cars were "lost" as there was no profit in returning empties in the late nineteenth century. Some rail lines sent out detectives looking for their cars. By 1895, much of this had improved as standardization of equipment allowed for the interchange to grow widely and thus a mechanism for return was being created.

Plattsmouth, Nebraska, was one of several transfer points on the Burlington Missouri River Railroad. There were only a few bridges over the Missouri River in the early expansion of the western railroads and thus these transfer points were created to manually reload commodities from a foreign line to a local line of service to an area.

Thus, these rate agreements were created to share in the tariff when crossing areas of service from line to line. This would become more and more strained as each railroad sought to maximize profits and small monopolies of service could hold a relatively large geographic area hostage.

To the right is a handwritten tariff sheet from April 1878



noting the rates that the Great Western railroad charged. These were through rates being established for eastbound shipments that traversed the Burlington Railroad. Through rates were something of a wholesale mechanism at the time as the car, or cars, would be passed along in its entirety and not need a lot of special handling or attention. This occurred where a large amount of something was to go between major cities on a regular basis.

It is curious that these rates were not commodity-specific but rather calculated by hundredweight. Also, it can be seen that no type of packaging of the commodity was noted.

There were any number of stories that Dad told where he commented, “We had it coming. There was so much that was just made up on the spot.”

## A Few Modeling Projects

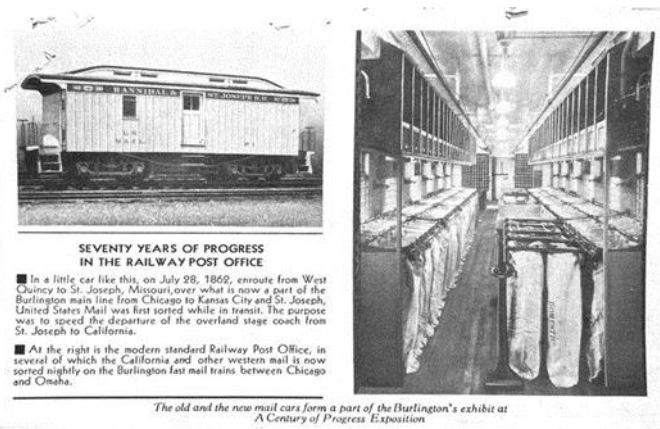
### The Mail Car

In the early 1990s, I was working on some scratchbuilding ideas and one was a historic mail contract car that the Burlington acquired when it took over the Hannibal and St Joseph Railroad. Long before, Dad had given me a postcard from the Century of Progress exposition held during 1933-34 in Chicago. The century being marked was connected to the one hundred years since the founding of the city of Chicago and its impact on the West as it had become a crossroads of trade and economic influence in the West.

This was all I needed to start a build of the car shown below.

The **Hannibal and St. Joseph Railroad** was the first railroad to connect across the Missouri River starting in Hannibal, Missouri, in the northeast and going to St. Joseph, Missouri, in the northwest of that state. It is said to have carried the first letter to the Pony Express on April 3, 1860, from a train pulled behind the locomotive *Missouri*. The line connected the second and third largest cities in Missouri prior to the Civil War.

The Chicago, Burlington and Quincy Railroad acquired the line in 1883 and used the line for through traffic to Chicago almost from the start. The rail connection between Hannibal and St. Joseph remained in place for about 125 years. On March 2, 1970, the railroad became the property of Burlington Northern after the Chicago, Burlington and Quincy Railroad merged with three other railroads to form the new company. By this time, a large number of smaller rail acquisitions were stirred into this merger.



This 1933 post card shows the original mail car and the interior of a modern RPO car being operated on the Burlington Railroad.



I built two of these cars and sent one to Dad. He had a shelf with a lot of railroad related items in his den and I offered it to him. I would have it come back to me when we closed up his house in Minneapolis in 1998.

### Oakley Street Elevated

Many years later, I started on another project that would take me back to Chicago and some extensive research. It was related to the Prototype Modeling certificate for the Achievement Program in the NMRA. The idea is to take a photo that fits a rubric of subject matters and attempt to build it. This would take me nearly six months of work after additional months of research with the Chicago History Museum, which was most helpful in discovering the history of the photo.

It was taken from an 1893 photograph on the Lake Street elevated train that both Dad and I had ridden on over a span of fifty combined years. The occasion for this photo was the opening of the line west from the Loop to Fiftieth (Laramie) Street. Research told me that this was a weekend executive excursion and photo shoot. We lived only a mile west of the site and I was always enamored with the complexity of the original photo.

I built this model on a piece of 2-inch dense foam and built all of the structures seen here along with modifying of a locomotive and passenger car to make up the scene (photos on next page).





Above: This is the 1893 photograph that provided the inspiration for my Prototype Model.  
Below: My Prototype Model.



## Linder Avenue

In 2017 and 2018, the NMRA national magazine ran a series of stories about women in the hobby. One was a lady that built structures that had significance to her family history—places where they had lived and places she personally had lived in.

I was hooked. I had a number of photos of places where my family had lived after their arrival in Chicago. All of my thinking took me back to the house in which I grew up.

Not long after that, I discovered a very cool brick-like material that was actually laser-cut basswood. I could not get to this fast enough. It would be a four-month project. A photo of my home and the model I built are on the next page.

All of these projects were a reflection of the ground work and support I got from Dad. He never held me back on any notion and offered encouragement when he could. Only now can I see what he set out before me so many years ago. I only wish now that he was here to see the fruits of his efforts spent on my interests and learning.





The house today with modern window replacements.



The house as it was when I grew up there.

Here is a brief list of Dad's positions over the years and recorded in the paperwork of his retirement in 1981.

Messenger	October 19, 1935
Stenographer	February 1, 1936
Division Clerk	March 1, 1944
Clerk	December 5, 1944
Tariff Clerk	December 19, 1944
Rate Clerk	June 24, 1946
Freight Rate Investigator	September 17, 1951
Chief Rate Clerk	February 16, 1955
Assistant General Freight Agent	June 1, 1959
General Freight Agent (Commerce)	December 1, 1962
Assistant Freight Traffic Manager (Commerce)	July 1, 1963
Manager of Commerce	February 1, 1968
Regional Manager of Pricing	March 3, 1970
Manager of Commerce	July 16, 1971
Director of Pricing	February 2, 1972
Director of Pricing – Commerce	March 1, 1981

Below and on the next page are examples of passes that Dad used in his travels and others that were given as a courtesy much like office managers exchanging business cards. It is pretty evident that those with additional dates written in were used for some conduct of business. The caption at each card denotes the progress of management over his career.



Freight Rate Manager



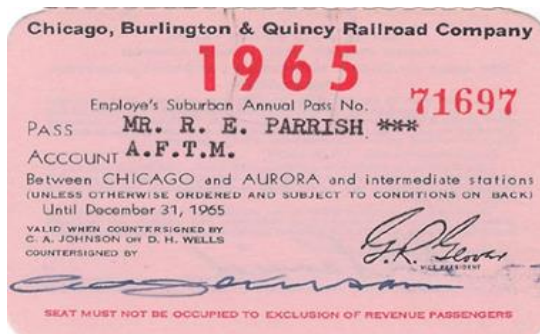
Chief Rate Clerk



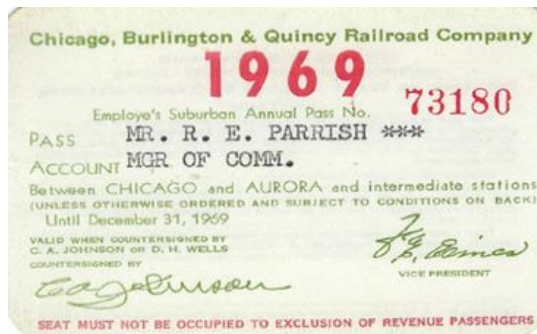
General Freight Agent



Assistant Freight Traffic Manager



Assistant Freight Traffic Manager



Manager of Commerce

In the end, I suppose I am somewhat “curved in the spine” about railroading and the history that goes with it. My modeling of railroads and trolleys are directly linked to my dad’s shaping of me with the time given to me and the stories that he shared over the years.

In the fall of 1998, we moved my dad to my brother’s home in Lancaster Pennsylvania. They had long before become golfing pals. My brother and Dad would travel to some cool location where my brother’s work had taken him and they would play a round or two.

We would travel several times over the next year and a half to visit until we lost both Dad and Jeannette by the spring of 2000. Plagued with mini strokes and heart attacks, Dad could still pull out of the fog of time yet another story. Some had been long ago told and a few were, even in these last months, new to me.

The last story he recounted to me was the off-again, on-again, gone-again Finnegan joke. I had not heard it in over thirty years and he spun it exactly as I recalled so many years before.

Looking back at it now, I guess Dad was not so boring after all.



## 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](mailto: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.



# My Journey to Master Model Railroader

Rick Martin, MMR #731, 5th Division

For an unknown reason to me, I was asked to provide an article for the British Region's newsletter, *ROUNDHOUSE*. I hope this story relates to many and they will know that the journey is real and achievable.

## Starting at the Beginning

Thought about becoming a Master Model Railroader? Yes? No? Well that question never entered my mind for over 40 years in the hobby. I do not recall even knowing an MMR until well into the hobby. It's not the fault of anyone; it's just that the modelers I hung with were just that, modelers. But here is the how and why I became an MMR.

## My First Thoughts

Just over two years ago, I read an article in one of the hobby's monthly magazines. We were in the middle of the COVID period and I was occupying my "home time" with projects; both home and modeling. One of those modeling projects was a scratchbuilt flat car. I said, "I can do that." I happened to mention it to one of my modeler friends and his response was, "Scratchbuild. Are you going to work toward being a Master Model Railroader?" My first response was, "Not really." After some more discussion, he urged me to look into the Achievement Program (AP). So I found the NMRA AP on the website and proceeded to print out the AP requirements. I read through them and said to myself, "WOW, that's a lot of work."

But I still wanted to build that flat car just to have something to do while staying home. So that is how I started my real journey. As I began scratchbuilding the flat car, I mentioned it to one of our club members and he asked me if I was going to go for the CARS-AP certificate. I said I was not thinking about it at all. He just said, "Why not?" So later at home I pulled out the AP printouts I had and began to read. As I read, I gave more thought to what it would take me to get seven AP certificates and become an MMR. Some AP certificates would be easier than others if I gave my time to making the efforts.

## Enter the AP Guy

At this point, this topic was more of a conversation at our club. One of our members, Bill Fassett, was the Division, as well as, the Region AP manager. I had mentioned to him that I was going to scratchbuild this flat car and he said, "Going for that AP?" When I mentioned I was not thinking about it, he asked, "Why not?" That night at home I read some more about the CARS-AP category and thought, "I can do that!" So I decided to build not only one scratchbuilt flat car, but four flat cars. And that got me thinking about what other AP certificates I could complete should I attempt to work toward MMR status.

I should mention now that I have a home layout which was well underway with scenery and structures. [See Rick's article about his layout in the April/May 2022 *Switchlist*. – Ed.] So I thought more about the AP and what else I could do. I was getting hooked on working to becoming an MMR. But how long would it take me? And this is where our AP manager came in. Other members of our club were doing things to get AP certificates and the conversation at the club was an ongoing thing. Bill asked me if I was going to work toward MMR and I recall that I said I was leaning that way.

Well, I guess I was more than leaning as I started to complete my scenery



The four scratchbuilt wood flat cars that started the journey. They are labeled for my railroad, the *Sierra Cascade & Northern*. The pipe load flat won a **THIRD PLACE** at our 2022 PNR Convention.



ballasting where I was far along on scenery finishes. After completing the ballasting and some other scenic areas, I spoke with Bill and invited him for an AP review. So in early 2022, Bill and two others came to my home and did a review. I was delighted and surprised when Bill told me that I had made the grade for SCENERY, STRUCTURES, and ELECTRICAL. WOW!! So I guess I was off and rolling toward MMR, but how long would it take me to complete all seven AP categories for qualification?

### Let's Do It

Now I was getting more hooked and finally made the decision to increasing the effort. So this is where I made the pick to what other AP certificates I could get sooner rather than later. As mentioned above, I had my first review for achievement. And those three certificates became my first Certificates of Achievement in March 2022.

Meanwhile I was working on other categories like AUTHOR, CHIEF DISPATCHER, and VOLUNTEER. I perceived that Bill was now engaged as to my progress and gave me ideas on what to do. Chief Dispatcher and Volunteer take time. Since our club was having monthly operation sessions, I was given the chance to work toward CHIEF DISPATCHER. That effort would take several months to achieve the AP criteria. The same was for VOLUNTEER, but for that one, I had many hours in the past that I got documented. I was still working on those flat cars which I finally completed. And our Region was having their annual convention soon and I was encouraged to enter my flat cars into the contest. So I did and came away with a Third Place for scratchbuilt cars. So with that achievement, I earned a Merit Award for CARS in May 2022 and the AP certificate in June 2022. And the documentation for my VOLUNTEER certificate was in place, so I also got that in June 2022. Wow. I now have completed five AP categories and only needed two more. Chief Dispatcher was still a work in progress. But that one was achieved finally in February 2023.

### The Hardest (for me) was the Last

So what was my last AP certificate? I made a decision to try for CIVIL-AP after much research and thought. I did a lot of on-line viewing and finally decided on a way that would make it easier to complete. Notice I did not say it was easy, just easier. So I jumped in with both feet and started to make the effort. Not having done this before, it took me several months to complete. I will add at this point that all parts of this AP category MUST be scratchbuilt. I found a source that makes the process easier. This source is the company called *Fast Tracks*. This source provides unique forms to build turnouts and crossings. Once built were my two turnouts and a crossing which I assembled into working track for a locomotive. Bill was tracking club members who were working toward AP certificates and asked me when I was going to be ready. Within a couple weeks, I had assembled and tested my track and was ready. After conversation with him one day, he suggested a phone FaceTime review of my CIVIL achievement. It took a short FaceTime call demonstration and that one was done. This AP certificate was issued in February 2023. I now had my seven.

### The Final Recognition

Now it was a matter of time until I received my Certificate and Plaque. I was amazed how fast it happened. Our Divi-



**Lizzy Valley is the main town on the branch line. Named for my wife whose middle name is Elizabeth since she supports my hobby. One of two peninsulas on the Sierra Cascade & Northern Railroad.**



**The Old Irwin Mine is a tribute to my father who spawned my interest in Model Railroading. From my first MARX set to my now fourth layout, I have enjoyed it all.**

sion's annual meeting was in April 2023 and I received my **Master Model Railroader** Certificate at that meeting. In May 2023 at our Region's Annual Meeting, I was presented my NMRA MMR Plaque. So how does it feel to have achieved this recognition from NMRA? Actually it doesn't feel any different. But I have said to many the fact that I achieved this level in the hobby I owe to Bill Fassett's consistent persistence. He is very aggressive to politely pushing members to thinking and working toward AP certificates. I owe much of my decision to "Go for it" to him. Of course, I was the one who had to do the work. It is not hard but it does take dedication and desire. I am glad I did it and now I feel obligated to helping others make the same efforts and achievements.

### Final Thoughts and Recommendations

Achieving MMR is a process. A process that needs others to provide guidance and encouragement. One of the most important "others" is your Division AP Manager. That person is the one who is going to review your work and recommend a resolution. So if you have thought about MMR, I strongly suggest you talk with your AP Manager, other MMRs, and your modeler friends. Then make your decision and GO FOR IT!! I am glad I did.



**The COUP DE GRAS!!** These were presented at the 5th Division meeting and our Pacific Northwest Region Convention in April/May, respectively. Proudly displayed in the train room area along with my Golden Spike, Merit Awards, and seven Achievement Certificates.

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## Why I Appreciate Tinline

Ed Ives, 4th Division

My earliest memories of trains were as a very, very, small child being carried into a room and on the floor was an oval of shiny O gauge tin track with a colorful train running around on it. Wow, I was set for life but with a few branch lines.

As a six year old for Christmas 1948, I was introduced to 00 gauge, a Hornby Dublo goods (freight) set that, when in use, was done so with adult supervision and, when out of use, was stored in my parents' closet. This way it survives to this day although much was added to over the years in its glorious three-rail tin printing and not a piece of plastic in sight. Yes, you read it correctly, three-rail 00 or H0 track!

As a young adult, I had a hankering for "model" trains as opposed to those compromised "toy" trains and started down the track (excuse the pun) of scale British outline model trains in two-rail OO gauge. It was there that I realized 00 is not quite a scale gauge. The superstructure of the OO gauge trains are 4 mm to the foot whereas the track is HO 16.5 mm gauge or 3.5 mm to the foot and not 18.9 mm gauge. I felt a need for more precise modelling and investigated EM gauge or 18 mm gauge track, as well as P4 and S4 that were emerging with precise 18.9 mm gauge track and components.

I soon settled on EM gauge and would now need to make my own track as no EM gauge track was commercially available. I had grand plans for a large layout in the garage and decided to start building some simple stock like an 0-6-0 tank engine with no external valve gear and three passenger coaches, all from kits. With the interest in precision, I purchased a book by David Jenkinson of British LMS (London, Midland and Scottish Railway) passenger coaches. I started with the construction of the locomotive, a cast white metal kit of an LMS 0-6-0 "Jinty." Hmm. The kit left a lot to be desired as the two halves of the mold were not quite registered correctly, which resulted in the need for a lot of filling and filing to get the boiler circu-

lar, etc. I also discovered that with the wheels at the wider EM gauge, they fouled the running plates on the side of the boiler and more metal removal would be required.

OK. Putting that aside for a while, I started work on the coaches. Nothing could be simpler, or so I thought, as the kits comprised three basic components—a one piece plastic body, a metal underframe, and a metal roof. Added to this were white metal castings of the trucks and truss rodding. Nothing much more than shake-the-box and all is assembled, or so it would appear. The plastic bodies lacked the hand rails and door handles as indicated on the drawings in David's book. So I made these from piano wire and installed them. Oh, I need high frequency interior lighting for the coaches, or so I again thought; this of course being prior to DCC. I made effective lighting using 1/8" thick Perspex® acrylic sheet, a grain-of-wheat bulb, and some aluminum kitchen foil as a reflector. I collected an old black and white TV as a source of components for constructing the high frequency lighting generator until a friend enquired about a license for it. License, what license? It seems that the generator might broadcast a signal and a broadcasting license might be required. Well, I put that aside for a while, wondering if even applying for a license would be a good idea or not.

Still on a roll, I set to work on the coach roofs. Hmm. A problem here as the supplied roofs were a little too short, of the wrong curvature, and otherwise of no use. I will have to make new ones, but how? Drape-forming plastic came to mind. I constructed a mold using sheet metal and plaster, carefully placed plastic sheets from the model store on the mold, and gently heated them in the kitchen oven. Oh disaster! Instead of draping over the mold, the plastic shrank and curled up—a total failure. Obviously, the plastic had a memory that could not be easily overcome. A backup plan materialized to make the roofs from galvanized sheet heating duct and this proved to be quite easy to do.

Now to add cast white metal ventilators and rain strips made from piano wire. I soldered these to the roofs and placed the assemblies on the coach bodies. Hmm. These are looking quite good. Now for the underframe and trucks. I made step boards from wood and added them to the trucks. The castings of the trucks and the truss rods needed some fettling (trimming rough edges) to clean them up. The underframes lacked a lot of details, such as battery boxes and generators, that would be slung below. I made all this stuff from scrap materials available on the worktable and added them to the model. I cut off the plastic buffing gear on the coaches and added sprung metal buffing gear. The wheelsets that came with the kits were regauged to EM standards. Finally, I made a length of track and placed the coaches thereon. I say "finally" as this had only taken me three years to produce to this stage and I hadn't begun to paint the coaches yet.

I was unhappy with the glazing of the windows due to the overly thick plastic body sides. I read that one could make individual windows from glass microscope slide cover slips. A count of the number of windows to be treated gave me a sickening feeling in my stomach with something like 120 windows to be made of two different sizes. I agonized over the guard's (conductor) duckets on the sides of the brake coaches. These in the kits were solid bumps on the molded coach bodies. In the 12-inch-to-the-foot coaches, these were hollow with small windows facing forward and aft that the guard could look out of and verify the signal aspects and the precise location of the train along the track. No window openings were provided on the model and how should I make them? Hollowing out the plastic? Or removing the plastic ducket and making new hollow ones to be added? I finally decided to leave it alone for another time. Our model guard would have nothing to look out of. The nail in the coffin, or very nearly so, came when I tried to paint the coaches with Floquil primer. I thought I had the dark-room come laundry adequately ventilated with a box fan in the open window and my improvised cardboard paint booth, but not so, and I was quite unwell for a few days following the painting attempt. I also noted that the Floquil vapors, apart from attacking my lungs, attacked the plastic coach bodies but not fatally so in either case.

Much as I was pleased with the results so far, life would not be long enough to achieve my aims of a large working train layout, especially so, since children started to be added to the family. For the next twenty years, the trains were put away due to family constraints.

When I resumed with trains in my late 50s, I could appreciate the advantages of colorful, noisy, ready-to-run OO and O gauge tinplate from so many years ago. Those collections resumed for the Hornby Dublo or began for O gauge, three rail, of course. The Hornby Dublo collection is now assembled as a large layout in the spare/train room and the O gauge runs with the Hi-Rail modular group.

Life is good.

Yours,  
Ed Ives



# Officers' Reports

## From the Engineer's Side of the Cab

Jeff Herrmann, President

Let me start by expressing my warmest congratulations to Kurt Laidlaw and his team that gave leadership to this year's PNR Convention! Kurt served as Convention Chair and his team from 4th Division made the 2023 "Prairie Line Experience" convention a great success! I don't think the convention could have gone better! In addition to the robust and great layouts to choose from on the tour, each of the scheduled events went off without a hitch. The clinics were first rate. Modeling With the Masters was a big success. The contest room had great entries. The raffle prizes were very nice. The non-rails events were fun and appreciated by the participants. As if all this wasn't enough, I thought that Jonathon Fisher's keynote banquet presentation about the Pacific Northwest Railroad Archive was thought provoking and useful to prototype modelers! Those who attended the convention left feeling really good about their participation!



My current and ongoing desire as your Region President is to help stop, or at least slow down, the number of our association members who don't renew their NMRA membership. As has been chronicled here and in other publications, NMRA membership has been on a steady decline for more than 40 years. Each year a large percentage of "first time" memberships and RailPass memberships are not renewed. Far too often, new members are left to their own devices to figure out simple stuff including how to get involved or how to get help needed with their modeling. Survey results are similar for folks who drop out after a few renewals. Surveys have told us that the most frequent reason given by those who did not continue is "nobody ever contacted me or made me feel welcome into the organization." The time, effort, and funding involved in recruiting is lost and a very bad reputation is created just because we have no effective follow-up action plan.

A few months ago, I introduced you to our new "Pathfinder" program that will link every new member in the Division with a Pathfinder (mentor or "big brother") to help establish a welcoming environment that leads to engagement and continued involvement with the Association. Now our PNR Board is exploring the idea of a formalized "on-boarding" program that would give some structure to welcoming a new member that would include basic things a member needs to know about how the NMRA operates and what we offer to make NMRA membership valuable, as well as a method for finding out what our new members want and need from the Association.

Intuitively, we know that sending emails and generic electronic invitations to events and activities is not an effective means of contact. We need to achieve a "personal connection" between every member and the Association. We are not trying to contract with individuals for some level of service, but rather we are trying to create a personal relationship that has, at its heart, our mutual enjoyment of the great hobby of model railroading! Suffice it to say that they won't care about us unless they know we care about them.

If you have some ideas you would like to share, or think that I can be helpful in getting NMRA members more engaged or expanding our membership in your area, let me know. My focus, and that of our PNR Board of Directors, is to find ways to enhance the value of your NMRA membership.

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

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## From the Fireman's Side of the Cab

Richard Kürschner, Vice President

So what do you like about the NMRA?

As the de facto membership chair of the PNR, I have been thinking how to put this across to prospective and existing members.

I know I like the educational benefits. The amount of information available on the NMRA website and on YouTube is amazing. Plus the clinics that are put on at the Division and Regional meets. The follow-on Q&A sessions make them so much better than just reading an article.

I know I like the discount and Partnership programs. Many years I have saved the cost of my membership just on what I was going to buy from our partner vendors anyway.

I know I like the access to outstanding modelers. This last spring I attended my first "Modeling



with the Masters" session. And wow! Besides the unique opportunity to be verbally abused by Jack Hamilton, I finally know how to build a flat car! It was pretty crappy. But I know HOW to do it now, so my next one will be better.

I know I like the access to great model railroads. I do not have the time, space, or money to build the railroad of my dreams, but thanks to the people I've met, I've gotten to spend many hours operating on their dream layouts. I have learned how to operate in a prototypical manner, I have learned how to run a yard (it was more fun than I thought it would be), and I have learned how to dispatch trains. (It was not as much fun as I thought it would be!)

I know I like the Achievement Program. Yeah, I know. This one can be touchy for some. Seems either you like it or you hate it. Well, for me it has been a good thing. It has improved my modeling skills, broadened my concept of what I can do, and gotten me more involved with my hobby and the people in the hobby. Without the AP program, I never would have tried things like building flat cars, or running a yard, or especially having articles published in national magazines.

I know I like the Division and Regional meets. I have had fun and learned a lot at our Regional conventions, but it is the Division meets that keep me in the organization: Seeing (now older) friends there, catching up on what they are up to, and learning new techniques from them is priceless. Plus, except for gas, these are free!

And I know I like the people. Or maybe you caught on to that already. The people are what make the NMRA a great organization. They are what makes the NMRA a beneficial organization. And they are what make the NMRA a fun organization. The people, that is, YOU. are why I'm still here. Even you, Jack Hamilton!

But that's just me. What is that keeps you in the organization? What is it that I've missed that you think I should share with others? I'd love to hear from you. You can find my contact information at <http://pnr.nmra.org/#off>.

Talk with you on the next run.

- Richard

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## Treasurer's Report

Rick Martin, MMR

Greetings fellow Region members.

Not much has changed since the last Switchlist report. Just an occasional check here, bank report there is all I can offer. Some of our Board members incur expenses for which they send me their claim paperwork and I cut a check to keep them whole.

I did receive the proceeds from the Annual Convention in Tacoma which is dictated by the rules of the Region. Overall, the annual event was a success in spite of the hotel location. The convention committee did a fabulous job in making it a huge success. My hat is off to Kurt and his team for that success.

If there are questions regarding the treasurer's actions or activities, please do not hesitate to send me an email. I will answer in due course as appropriate.



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## Meet Our New PNR Secretary

Brian Orysen, 1st Division

Hi all. Here's a quick note to introduce myself. I am retired and live in Roseburg, Oregon. I model in HO and English OO and do have a home layout that is being done in freelance transitional.

My educational background is electronics and computer networking. So in the hobby, I enjoy doing it all, but I favor more of the electronics and computerization of the hobby.

I look forward to serving the PNR as your new secretary.



# Office Manager's Report

James Keena

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of July 2022 through July 2023. As you can see in Table 1, the Pacific Northwest Region, which is made up of seven (7) divisions, currently has a total of 1,352 members, of which 33 are Rail Pass members. Unfortunately, we had a net loss of 38 members over the past year; 21 of these members were lost due to death.

Table 2 shows that we brought in 169 new members over this same period, of which 39 are Rail Pass members. These are the new members Jeff refers to in his request on p.29 for ideas and ways to retain our new members.

## Remember —Membership retention is the job of every member!!

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

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

Div	Jul-22		Aug-22		Sep-22		Oct-22		Nov-22		Dec-22		Jan-23		Feb-23		Mar-23		Apr-23		May-23		Jun-23		Jul-23		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	82	1	82	1	83	1	79	1	77	1	83	0	80	0	80	0	79	3	79	3	79	3	80	4	79	3	-3
2	118	2	117	1	119	1	119	1	115	1	128	1	120	0	118	1	119	1	115	1	112	1	111	1	112	1	-6
3	64	1	66	1	67	0	64	0	64	1	65	0	65	0	61	2	65	3	74	3	65	3	67	3	66	3	2
4	447	11	443	10	434	11	435	10	430	10	444	2	445	0	429	10	436	12	432	15	431	17	429	16	435	15	-12
5	200	0	200	6	197	6	200	6	195	4	197	0	193	0	185	4	180	3	175	4	179	3	182	4	186	4	-14
6	204	1	207	1	203	1	199	1	198	1	194	0	201	1	204	2	198	2	198	4	204	5	211	5	219	4	15
7	275	0	274	1	273	1	270	1	266	1	256	0	259	0	257	1	263	2	261	3	254	2	255	3	255	3	-20
<b>Tot</b>	<b>1390</b>	<b>16</b>	<b>1389</b>	<b>21</b>	<b>1376</b>	<b>21</b>	<b>1366</b>	<b>20</b>	<b>1345</b>	<b>19</b>	<b>1367</b>	<b>3</b>	<b>1363</b>	<b>1</b>	<b>1334</b>	<b>20</b>	<b>1340</b>	<b>26</b>	<b>1334</b>	<b>33</b>	<b>1324</b>	<b>34</b>	<b>1335</b>	<b>36</b>	<b>1352</b>	<b>33</b>	<b>-38</b>

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

Div	Jul-22		Aug-22		Sep-22		Oct-22		Nov-22		Dec-22		Jan-23		Feb-23		Mar-23		Apr-23		May-23		Jun-23		Jul-23		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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	1	0	0	0	7	2
2	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	10	0
3	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	8	2	
4	2	1	1	0	3	1	2	0	5	4	1	0	5	0	2	2	5	4	24	4	4	2	0	0	2	0	56	18		
5	3	1	2	1	1	0	6	0	1	2	1	0	2	0	1	0	0	1	13	1	3	0	0	1	1	1	34	8		
6	0	0	0	0	0	0	0	0	1	0	0	1	3	0	6	2	1	0	9	2	4	0	4	0	0	0	28	5		
7	0	0	2	0	0	0	0	0	1	0	0	1	0	0	1	0	5	1	14	1	1	0	0	0	2	1	26	4		
<b>Tot</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>73</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>169</b>	<b>39</b>		

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

Div	Jul-22		Aug-22		Sep-22		Oct-22		Nov-22		Dec-22		Jan-23		Feb-23		Mar-23		Apr-23		May-23		Jun-23		Jul-23		
	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	1	0	0	0	4	0	0	0	0	0	1	0	1	0	1	0	2	0	0	0	0	0	0	3	0
2	1	0	1	1	2	0	1	0	1	0	0	0	2	0	1	1	2	0	4	0	2	0	1	0	0	0	0
3	1	0	0	0	1	0	3	0	0	0	0	0	1	0	2	0	1	0	2	0	1	0	0	0	1	0	0
4	4	0	12	0	14	0	16	1	8	2	9	0	7	0	10	1	10	1	8	0	8	0	3	1	5	0	0
5	6	0	3	0	4	0	3	0	2	1	2	1	1	0	5	0	3	1	10	0	3	1	0	0	2	0	0
6	0	0	1	0	4	0	4	0	2	0	4	1	1	0	14	0	9	0	3	0	1	0	2	0	1	1	0
7	2	0	3	0	1	0	3	0	5	0	11	1	2	0	2	0	2	0	7	0	10	0	0	0	2	1	0
<b>Tot</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>34</b>	<b>1</b>	<b>18</b>	<b>3</b>	<b>26</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>28</b>	<b>2</b>	<b>36</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>0</b>

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

Div	Jul-22		Aug-22		Sep-22		Oct-22		Nov-22		Dec-22		Jan-23		Feb-23		Mar-23		Apr-23		May-23		Jun-23		Jul-23		
	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	0	0	0	4	0	0	0	0	0	1	0	1	0	1	0	2	0	0	0	0	0	0
2	1	0	0	0	1	1	2	0	1	0	1	0	0	0	2	0	1	1	2	0	4	0	3	0	0	0	0
3	2	0	1	0	0	0	1	0	2	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0
4	9	0	4	0	12	0	5	0	15	0	7	2	4	1	5	1	8	0	10	1	7	0	8	0	3	1	0
5	3	0	5	0	3	0	4	0	2	1	1	1	2	1	1	0	4	0	4	1	4	0	4	0	0	0	0
6	1	0	0	0	1	0	4	0	4	0	2	0	2	1	0	0	13	0	9	0	5	0	1	0	2	0	0
7	0	0	2	0	3	0	1	0	1	0	3	0	11	0	2	0	2	0	1	0	6	0	7	1	1	0	0
<b>Tot</b>	<b>16</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>14</b>	<b>3</b>	<b>19</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>30</b>	<b>1</b>	<b>28</b>	<b>2</b>	<b>29</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>



# Achievement Program Report

Bill Fassett, AP Manager

According to Frank Koch's recent national report, NMRA has issued 39 Achievement Program Certificates and 4 MMRs to PNR members between January 1 and July 21, 2023. While this is somewhat fewer than the 77 certificates (including 2 MMRs) issued in the same period in 2022, the PNR has nevertheless received 21% of all AP certificates and 28% of all MMRs issued worldwide by NMRA so far this year. The PNR is the top region in both categories year-to-date; the next two regions have received 25 and 18 AP certificates, respectively. The region ranks second in Golden Spike Awards with 7, but we're lagging far behind the leader (Sunshine Region) with 22.

I want to encourage every NMRA member who visits another member's layout during their summer travels to ask whether the layout has received a Golden Spike Award, and if not, to use the GSA checklist to determine if one should be awarded. Any member of the NMRA can verify another member's qualification for a Golden Spike. A copy of the checklist is attached below.

## Awards from the Convention

One difference between 2023 and 2022 is that the AP team was able to award 20 AP certificates based on its activities related to the convention in Eugene, whereas the Tacoma convention generated only 2. Several Merit Awards in the list below did arise from the Tacoma convention based on evaluations in the contest room and the N-scale layout.

## Featured Category: AP Certificate Master Builder - Structures

Modelers earning the status of Master Model Railroader (MMR™) will have earned AP certificates in each of four major areas: Model Railroad Equipment, Settings, Engineering and Operation, and Service to the Hobby. The Structures category belongs to the second area, Settings, along with Scenery or Prototype Models. For 2023 to date, 12% of all certificates awarded by NMRA were for Scenery, 8% for Structures, and 0.5% for Prototype Models.

### Evaluated according to a matrix

The Structures category is one of three categories where the model is evaluated according to the NMRA Achievement Program Assessment Guidelines for Motive Power, Cars, and Structures: <https://www.nmra.org/sites/default/files/education/achievement/pdf/2006-judging-guide-lines.pdf>. Evaluations of models in these categories is based on matrices (also known in educational circles as "rubrics") covering 5 aspects of model building:

- **Construction** – How complex or difficult was it to build the model, and how well the modeler completed the model? [0-40 points]
- **Detail** – How many detail parts were added to the model, and how complex or difficult was it to add the detail? [0-20 points]
- **Conformity** – How well does the model reflect the real world? If the model is based on a prototype, does the model have the design features of the prototype? If the model is freelanced or kitbashed, how logical is the result? [0-25 points]
- **Finish and Lettering** – How accurate and complete is the lettering and painting of the model, and how well is the finish (painting, texture, weathering) applied? How much lettering is present? [0-25 points]
- **Scratchbuilding** – How much of the model is built from scratch, and how difficult was the scratchbuilding? A model in which more than 90% of the parts are scratchbuilt is considered a "scratchbuilt model" for the purposes of the AP certificate. [0-15 points]

To qualify for a Merit Award, a model must score 87.5 points out of a total of 125. This is 75%, or the equivalent of a "C" grade when most of us went to school. **A "perfect" model is not required.**

### Super detailed

Models that do not qualify for a Merit Award are still eligible for completing the requirements of the certificate if they are well constructed and "super detailed." A model built from a kit showing no extra effort to customize is unlikely to meet this requirement. However, adding relevant details, such as necessary roof structures, and adding interior details or window dressings will probably meet it. Many of the models on our layout are designed to look realistic from 4 to 6 feet away; a super detailed model will survive a much closer inspection.

### What is a "structure?"

According to the NMRA website, "Structures are just about anything on the layout that was man-made and doesn't fit

into one of the other Master Builder categories.” Examples include: buildings, factories, bridges, silos, elevators, signal towers, abutments, towers, derricks, docks, cranes, ships, lighting structures, billboards, and tunnels. In particular, “bridges” are bridges of any kind, automotive, pedestrian, or railroad, and can include those over culverts. At right is an example of a structure that qualifies as a bridge (Greg Kujawa photo).



### Requirements for an AP Certificate

- A total of 12 structures:
  - Six different types of structures
  - At least one bridge or trestle
  - Six must be scratchbuilt, meaning more than 90% of parts are made by hand. These parts are excluded:
    - Light bulbs and electronics
    - Paint, decals, NBWs, rivets, etc.
    - Figures
    - Basic shapes of wood, plastic, metal. Examples of basic shapes include dimensional lumber, I-beams, scribed siding, embossed brick sheets, or other items that builders of the prototype would have used as raw materials. Pre-cast doors, windows, or assemblies such as ladders are not basic shapes.
  - Non-scratchbuilt structures must be super detailed using commercial or scratchbuilt parts.
  - Six of the structures must have received Merit Awards

### Some observations on structures

- Plastic and some resin or laser-cut kits are not good candidates for Merit Awards. Many plastic building kits, or laser-cut kits that have “tabs” and “slots” are just not sufficiently complex or difficult to assemble to gain enough points in the Construction area, and rarely qualify as scratchbuilt. In essence, the manufacturer removes from the modeler the opportunity to score well in the Construction area.
  - By losing 10 to 15 points in the scratchbuilt area, a model that gets less than 28 points for construction will struggle to achieve a Merit Award. For example, a “very good” score in Construction for a “Simple” model can get no more than 24 points, and there are only 70 points remaining from Conformity, Detail, and Finish, assuming “exceptional” quality in those categories.
- Plastic or laser-cut kits may well qualify for non-Merit Award models if super detailed.
- “Craftsman” kits, or “boxes of sticks,” are excellent candidates for Merit Awards because they are likely to qualify as scratchbuilt or mostly scratchbuilt. The modeler received a Merit Award for this structure (right) which was not scratchbuilt (Greg Kujawa photo):



- The plans and drawings included in a laser-cut kit can provide a good basis for scratchbuilding a structure if you toss the laser-cut parts and use basic shapes. The A-frame at left was based on a laser-cut kit, but all the elements shown except the chimney are built from basic shapes. The shakes are hand-cut.

Merit Awards are most likely to be earned by models that are determined from the beginning to be evaluated.

### Relationship to other award categories

If you have built structures based on a prototypical scene, and have pictures of that scene that include a train, you have the basis for a submission in Prototype Modeling. Lighting of your structures or including animated features can contribute to the Scenery certificate or the Electrical certificate.

### Paperwork Reduction

Be sure to use the 2019 Statement of Qualifications form, not the 2006 version, since the separate Record and Validation form is no longer used.

The documentation specified in part 3 of the SOQ is not sent to National, and the evaluation team may rely on an interview with the modeler to obtain the information required. Copies of the Merit Awards are needed.

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### Awards Earned Since the Last *Switchlist*

**Merit Awards**—The following members have earned Merit Awards:

**George Chambers**—Cars (2), Structures  
**Charlie Comstock**—Civil (3)  
**Steven Cox**—Cars  
**Bert Cripe**—Cars, Structures  
**Michael Donnelly**—Structures (4)  
**Brian Ferris**—Structures (12)  
**Dan Figy**—Civil (3)  
**Greg Kujawa**—Cars  
**Charles J. Lee**—Cars  
**Ken Levine**—Cars  
**Phillip Miller**—Structures  
**Greg Price**—Cars  
**Bob Rorabaugh**—Structures  
**Donald Rose**—Motive Power  
**Bill Yancey**—Cars (2), Scenery, Structures (6)

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

**Ben Amodeo**—Association Volunteer  
**Sean Basford**—Association Volunteer  
**Michael Donnelly**—Master Builder – Structures; Model Railroad Engineer – Electrical  
**Brian Ferris**—Master Builder – Structures  
**Dan Figy**—Model Railroad Engineer – Civil  
**David Morgan**—Association Volunteer  
**Carl Sonner**—Association Volunteer  
**Bill Yancey**—Chief Dispatcher; Master Builder – Cars; Master Builder – Structures; Master Builder – Scenery; Model Railroad Author

**The AP Team congratulates these superior model railroaders!**

### Selected Pictures

I took these pictures during the Tacoma convention while on layout tours. The moonlit scene is from Mike O’Connell’s magnificent Pacific Railway & Navigation Co. O-Scale layout. It reproduces the GN Depot in Spokane prior to the 1972 World’s Fair. The daylight scene is from another excellent layout, this one in On30, namely Master Model Railroader Ron Hopkins’s Moclips & Becks Creek shortline.





# Division Reports

## 1st Division

Rich Pitter, Superintendent

On July 1, First Division held a mini-meet in Eugene, its first meeting since last fall. Twenty-four people attended. The gathering included a people's choice model contest, member sales tables, refreshments and lunch. Ample time was allotted for attendees to describe their modeling interests. The meeting also included a presentation, "Everything you wanted to know about timber trestles, and more." After lunch, a hands-on session provided tips and experience using pan pastels for wood finishes, along with application of dry transfer decals.

In July, voting ended for First Division officers for September 2023 – August 2025. Charlie Hutto was elected Superintendent and Jim Crueger. Gary Decker, Christopher Jones, Ted Kruysman, Brian Orysen, and Jim Van Delden were elected as board members.

## 2nd Division

Jeff Shultz, Superintendent

On June 17th, Second Division held a meet with the Willamette Valley Model Railroad Museum, located at Antique Powerland Heritage Park in Brooks, Oregon. In addition to a presentation on one of MMR Max Magliaro's latest projects, a running N scale Stephenson's Rocket locomotive built as a challenge using a 3D printed shell, 2nd Division members were treated to a tour of the museum's HO scale Siskiyou Line layout. The layout, which currently fills about 1/2 of the replica Southern Pacific Type 22 depot that houses the museum, is approximately 2/3 finished, depicting the former SP branchline from Tunnel 13 above Ashland to Eugene, with additional expansion planned. The museum website is located at <https://www.wvmrm.org/> and is open most Sundays after 1pm.

Second Division's next meet will be at the Wilsonville Public Library from 1-4 p.m. on September 16th. Clinicians are needed.

## 3rd Division

Shelley Shelstad, Superintendent

No report available this quarter.

## 4th Division

Bill Messecar, MMR, Superintendent

Kurt Laidlaw and his team delivered a wonderful PNR convention "Prairie Line Experience" in Tacoma, Washington, May 10-13. I hope you were able to enjoy the many great clinics, layout tours, operating sessions, model contest and displays. Attendance exceeded our expectations and the PNR and 4th Division were able to return a small profit.

Our seven monthly on-line clinics will resume in the fall—look at the schedule in the [4th Division Grab Iron](#) and join us. The very popular on-line layout tours led by Burr Stewart and Lee Marsh (his layout was featured on the *Model Railroader* cover two months in a row in 2022). The tours are taking a break this summer but look for them to resume on the 2nd Saturday of the month, the first being September 9, 2023. Check it out! This program has been running since May of 2020 and, along with our local clinics, we have recorded and posted to our 4D YouTube channel [160](#) programs. We now have 2,000 subscribers, and over 275,000 views. If you haven't checked out these clinics and tours, they are easy to find on [YouTube](#) by typing in



## 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-wg0pHqoke3px4F66g>

“4DPNR” or visit <https://www.youtube.com/c/4DPNRMovies>. You can also check for future programs by going to the 4D Grab Iron for meeting day and time. There’s a lot to see from N scale, HO<sub>n3</sub>, HO, S, and O gauge layouts and the layouts are not limited to Puget Sound.

4D elections were held in May 2023 and Bob Kenworthy was elected Assistant Superintendent and will join the BOD in September 2023. Bob replaces Al Lowe who served in this position for many years and did a wonderful job—thanks Al! Two Board of Director positions for the 4th Division were also elected. Lee Marsh and Dennis Terpstra were reelected to two-year terms.

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## 5th Division

Bill Voogd, Superintendent

This is my first quarterly report for the Switchlist, and I’d like to take a few lines to introduce myself. I’m Bill Voogd, the newly elected Superintendent for the 5th Division. I model in HO scale at the present time, but have done N scale several times in the past. Being a native Chicagoan and an avid modeler of the CNW, I’m a very strange choice for this position. I’ve lived in Spokane since the mid-80s and have become very familiar with the railroad history of the Pacific Northwest.

Speaking of railroad history, the PNR 5th Division and River City Modelers are putting on a special event Thursday night, August 31st at the RCM Spokane club location, 1130 E. Sprague Ave. John Langlot, a retired conductor for the Great Northern and Burlington Northern, will be doing a presentation on the GN operations between Kettle Falls, Washington, and Nelson, British Columbia. John has co-authored two books on Great Northern history, and this should be a great presentation. The start time is 6:00 p.m. Anyone interested in railroad history is welcome.

We are also busy working on the 2025 PNR convention, to be held in early May at the Red Lion Inn in Pasco, Washington. The major convention committees have formed and are having their initial meetings. Volunteers are always needed and if you would like to help in some capacity, contact either Bill Fassett, the convention chair, or myself.

I look forward to meeting our membership at future 5th Division events.

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## 6th Division

Ed Molenkamp, Superintendent

Greetings from the 6th Division!

Activity in the division has been quite quiet over the summer but with fall arriving we will be ramping up. The fall has always been a busy time in our division with many events planned. Check out the calendar of events in this publication or on the website. We are also excited that we have the next two years of conventions in the works for our area with the regional coming around the corner already. It seems like Cranbrook was yesterday but that was four years ago. Wow!

Division membership has remained steady, which is great to see!

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## 7th Division

Victor Gilbert, Superintendent

### New Members

To all the new members of the PNR, we welcome you and urge you to get involved. I would like to welcome the 7th Division new members. The names and locations of these new members are listed on p.11.



## 4th Division Online Resources Open to All

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

## **PNR 2024 Convention – The Surrey Excursion**

The “Surrey Excursion,” the PNR’s 2024 Convention, is a GO!!! What I can say now is that the convention will be held in Surrey, British Columbia, at the Sheraton Gilford. Our Convention Committee has a great program in the works.

### **7th Division Awards**

#### **The Jack Work Memorial Trophy**

Jack Work is considered by many to have been a pioneer in the hobby of model railroading. During the 1950s and 60s, he shared much of his substantial knowledge and accomplishments with the modelling public through many articles in noted periodicals.

After his death in June 1996, his stainless-steel railway whistle was kindly donated to the NMRA PNR 7th Division and is now the basis of the Jack Work Memorial Trophy.

The Trophy is presented annually to the 7th Division member who best exhibits the qualities that Jack Work displayed, namely imagination, creativity, innovation, artistry, forward-thinking, quality workmanship, and the sharing of the results of these qualities with the rest of the hobby.

This year's recipient is **Tim Horton** (No, not that one.) Tim has contributed many articles to community publications passing along his knowledge of the British Columbia Railway. Tim has been modelling the BCR in N scale for a number of years and is a fantastic modeller with many pieces of scratchbuilt rolling stock on his layout.

It is my pleasure to present the 2023 Jack Work Memorial Trophy to Tim Horton.

Jim Little – Jack Work Memorial Trophy Coordinator

#### **The Ross Heriot Gold Spike Award**

This award was first made in 1968 and is usually presented annually to the individual or individuals in the PNR 7th Division who have made a significant contribution to the Division and its membership. It is in appreciation of their unselfish devotion of time and effort to further the aims of the NMRA, the PNR, and the hobby of model railroading through assistance and service for the benefit of all model railroaders within the Division.

We would thank those who submitted nominations for consideration for this year’s award. I have gratefully received letters supporting this year’s nominee.

There is a list of the previous recipients of this award on the 7th Division web page.

This year’s recipient has been an active member of the Division. Among his many contributions to the 7th Division, some particular highlights come to mind. This year’s recipient stepped up to serve as the 7th Division Superintendent in 2016 on the retirement of Russ Watson. From then until his retirement from the Superintendent’s position in November 2021 and his subsequent assuming and retiring from the Assistant Superintendent’s position in late 2022, Acting as a gentle elder statesman and motivator, he has served the 7th Division actively and very well.

In his letter of nomination, Tom Lundgren wrote, “As the Leader of Vancouver Train Expo, I wish to express my great appreciation for John’s interest and active assistance in support of the public train show.

He was instrumental in transitioning the 7th Division’s Annual Meet from its traditional format as a combined public train show and modellers meet to the current format, the Railway Modelers Meet of British Columbia, an event dedicated to modelling, and Vancouver Train Expo, the public train show. Both events have benefited from this reorganization and are better than they previously were or would have been. The transition required the creation of a separate legal entity, Lower Mainland Train Expo Society, and the sorting out of the financial relationship between the 7th Division and the new Society, to which John played a key role. John served actively on the Vancouver Train Expo Organizing Committee and the RMMBC committee as the liaison between the two organizations. He continues to play an important role providing guidance to the Organizing Committee.

John’s contributions are clearly consistent with the criteria for the Gold Spike Award.

I do hope you will all join me in thanking and acknowledging our past superintendent, **John Martin**, as the 2023 recipient of the Ross Heriot Memorial Gold Spike Award.

Unfortunately, John could not be present. Arrangements are in process to get the plaque to him.

John Green – Ross Heriot Gold Spike Award Coordinator

#### **The Railway Heritage Award**

This year’s recipient has been associated with the Revelstoke Railway Museum for over 30 years. He is the author of six books on the Canadian Pacific Railway’s Revelstoke Division. He has also been an active member of the group of modellers that have built a model railroad in the museum to show visitors some of the highlights of the Division. Last but not least, he



has been very active in the storage and sorting of the Ferrier Collection of C.P.R. drawings that were donated to the 7th Division and are now in the possession of the Revelstoke Museum. (Note: When the sorting of the drawings is complete and cataloged, they will be sent to the Canadian Pacific Railway Historical Society to be scanned and returned to the museum for safe storage. The scans will be available online for members of the 7th Division to access.)

It is my pleasure to present the 2023 Heritage Award to **Doug Mayer**.

Kenneth Rutherford – Railway Heritage Award Coordinator

### **Achievement Program**

Please see Bill Fassett's Achievement Program report for recent accomplishments by 7th Division members.

### **Train Shows and Meets**

The Railway Modelers Meet of British Columbia (RMMBC) was held in May 2023. The "Virtual Prologues" were well attended. The committee is planning to continue this practice as a way to bring in the rest of the Division.

The In-Person meet on the weekend of May 26th. This year the event returned to its traditional home at Simon Fraser University. On-site activities included a keynote address by Tony Thompson, numerous in-person clinics, tabletop clinics, display rooms, and group discussions. There was also a display room for local manufacturers, which was well-patronized. Offsite activities included layout tours, operating sessions, and a prototype tour of the G3 grain terminal in North Vancouver. A total of 98 people attended. Our Division is looking forward to hosting the PNR Regional Convention next year, which will replace RMMBC in 2024.

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

The Vancouver Train Expo (VTEEx) has been idle for the past three years but is again in the planning stages for VTEEx 2023. It is currently scheduled for November 4th and 5th. Check the VTEEx site for updates: <https://www.vancouvertrainexpo.ca>

Several train shows have made their way back:

Victoria Model Railway Show	Sunday, September 24th, 2023.
Cloverdale Train & Hobby Show	Saturday, October 14h, 2023.
Vancouver Train Expo	November 4th and 5th, 2023
Sea to Sky Model Train & Hobby Show	March 2024.
Nanaimo Model Train Show	April 2024

### **A Bad News/Good News Story**

**THE BAD NEWS:** Central Hobbies, the last model railroad-centric hobby shop in the Greater Vancouver Area (GVA), has closed. While this is not sudden news, Hal has been letting us know for quite a while and extended a year past his original retirement date. We are still saddened to see it go. The 7th Division would like to thank Hal for his service to the model railroad community, in the GVA, and at large. And we hope that Hal enjoys a long and happy retirement.

**THE GOOD NEWS:** InterCity Trains and Hobbies, a new model railroad-centric hobby shop, will be opening in September of 2023. They will be located at 19965 96 Ave, Langley, BC, between Vancouver and Abbotsford. They will be selling Central Hobbies stock as well as new stock and European models. Kathy and Bill will be moving to the new store. They hope for a soft launch in August and, if all goes well, an official opening the second weekend of September (9th). Watch <https://ictrainsandhobbies.com> for additional information.

### **In Memorium**

It is with a heavy heart that we must pay our respects to our members who have passed away. The entire 7th Division extends its condolences to all the family and friends.

7th Division member Heinz Heyer passed away in May. Please see the announcement on p.10 and the tributes provided by Jake Swaney and Graham Stokes.

The 7th Division is thankful for our members who continue delivering 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](mailto:switchlist@pnr-nmra.org)

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

**For Sale:** Various books and technical references on the **UP, SP, and B&O**, such as:

*Union Pacific Lines, Common Standard Drawings, V1-V4;*

**SPH&TS:** *Southern Pacific Passenger Cars - V1-V5;*

*Southern Pacific Lines, Common Standard Drawings, V1-V5;*

*Southern Pacific Freight Cars, V1 - V5;*

*The 50 Best of B&O, Books 1 through 5.*

**Complete list and asking price available upon request.**

For more information, please contact:

Loren Martell: [saltpepper69@live.com](mailto:saltpepper69@live.com)



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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!**

## Last Two MOW Shed Kits Still Available!

Jeff Herrmann, President

After the PNR convention this past May, we are down to only two kits still available for sale at \$30 each. These kits were the ones used for the Modeling-With-the-Masters clinic at the 2022 PNR Convention in Eugene. The kit was originally produced by Motrak Models and the instructions have been updated and improved by Jack Hamilton, MMR. It is appropriate for nearly any road and era and will make a nice addition to your layout!

Send a check for \$30 per kit to:

Pacific Northwest Region–NMRA  
PO Box 1012  
Rathdrum, ID 83858

Make checks payable to: Pacific Northwest Region–NMRA

Be sure to give us your contact info and let us know where to send your kit!



## NMRA Partnership Program

The partners listed below give discounts to NMRA members when orders are placed using a special discount code. Newly added partners are in **bold red**. Check them out! You can find descriptions of these companies and their products, links to their websites, and the discount codes on our Partnership Page at [nmra.org/partnerships](https://nmra.org/partnerships). Remember you need to be logged into our site as a member to see the codes! Go to [nmra.org/user/register](https://nmra.org/user/register) to register your name on the website.

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Train Show, Inc

Trainz

TSG Multimedia

UGEARS

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WiFi Model Railroad LLC



# Timetable

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

Also, if you want to add your events or activities to the [NMRA.org Calendar](https://www.nmra.org/calendar), please send the event information via email to [calendar@nmra.org](mailto:calendar@nmra.org)

## 2023

### Sep 9-10, Sherwood Park, AB

2023 Greater Edmonton Model Train Show. Millennium Place, 2000 Premier Way in Sherwood Park. Two soccer fields of model railroading fun. Activities for the whole family including the LEGO Activity Centre Info: [www.mmrf.ab.ca](http://www.mmrf.ab.ca) email: [trainshow@mmrf.ab.ca](mailto:trainshow@mmrf.ab.ca)

### Sep 9 (Sat), Kelso, WA

Longview, Kelso & Rainier Model Railroad Club Fall Swap Meet & Train Show. Three Rivers Mall, Kelso, Washington, 10 a.m. to 3 p.m. Admission \$5, Children under 12 free with Paid Adult, Early Bird Special: get in between 9 a.m. and 10 a.m. for \$10 each. Free Parking! 200 Tables for Vendors, On-Site Food Vendor, Vendor Info: \$25 for 8' table; bring your own cover; setup 5-9 p.m. Friday and 7-10 a.m. Saturday. For more info, visit [lkrtrains.yolasite.com](http://lkrtrains.yolasite.com) or contact Rich Easley at 360-431-5790 or [Kmann\\_98632@Yahoo.com](mailto:Kmann_98632@Yahoo.com).

### Sep 9-10, Calgary, AB

Heritage Park's Railway Days. 10 a.m. to 5 p.m. The extraordinary rail collection takes centre stage for two days with demonstrations, hands-on activities, and exciting exhibits. Regular park admission prices.

### Oct 14 (Sat), Calgary, AB

42nd Annual Boomer Auction. Sponsored by South Bank Short Lines ([www.sbsltrains.ca](http://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 14 (Sat), Spokane, WA

River City Modelers, 1130 E. Sprague Ave., open house from 4 to 8 p.m. Stop by to see the River City Western in operation. This is a 41 x 48 ft. two-level HO scale layout representing operations from the Cascade Mountains through Central and Eastern Washington into the Idaho Panhandle. Info: 509-535-3462 or email [rcminfonow@gmail.com](mailto:rcminfonow@gmail.com)

### Oct 15 (Sun), Spokane, WA

Fall Model Train Show, sponsored by River City Modelers, Spokane County Fairgrounds, 404 N. Havana, Bldg. A, B and C. 9:30 a.m. to 3:30 p.m. Admission \$6 cash for adults, 12 and under free. Over 200 tables of all things model train and railroad related. Free-mo layouts in HO and N, Wtrak for kids to play with, Operation Lifesaver and other layouts too. For more information or table reservations, please contact: Shirley Sample, P.O. Box 3065, Spokane, WA 99220-3065 or 509-991-2317 or via email: [shirleysample13@gmail.com](mailto:shirleysample13@gmail.com)

### Oct 15 (Sun), Calgary, AB

CMRS Fall Mini Meet and AGM, Clinics, Show & Tell. More information at [The Calgary Model Railway Society](http://TheCalgaryModelRailwaySociety)

### Oct 21 (Sat), Edmonton, AB

MMRF's Fall 2023 Swap Meet: Vendors in at 10 a.m. Public in at 11 a.m. Closing at 3 p.m. Admission: Adults - \$5.00, Youth (age 6 - 16) - \$3.00, Under 6 - free. Location: Central Lions Seniors Recreation Centre, Auditorium, 11113 - 113 Street, Edmonton. Info: Ric Francoeur, [swapmeet@mmrf.ab.ca](mailto:swapmeet@mmrf.ab.ca)

**NOTE: Because event conditions 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.**

## NMRA Calendar Online

Are you interested in knowing what NMRA-sponsored events, other model railroading events, and train shows are scheduled beyond the PNR boundaries?

Then check out the online **NMRA Calendar**.

The calendar is available at: <https://www.nmra.org/calendar>

If you want your upcoming event posted on the NMRA calendar, send the event information to [calendar@nmra.org](mailto:calendar@nmra.org).


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## CONTACTS

Rich Kayser - [rjkayser@msn.com](mailto:rjkayser@msn.com)

Gordon Sund - [gordonsund@yahoo.com](mailto:gordonsund@yahoo.com)

Galen Laird - [cglaird@aol.com](mailto:cglaird@aol.com) (Toys)

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# Pacific Northwest Region Staff

## Officers

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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

