



The Switchlist

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

August 2025

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Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH-ENGINEMEN'S DAILY REGISTER

FOREMAN	No. of Help-ers	ENGINEER AND FIREMAN	Com-pared Time	Job Work-ed	Highest Run-ner Number	Left Round-house or Side Track	SHIFT WORKED		Arrived Round-house or Side Track	HOURS WORKED			Meal Per-iod	Straight Time	Over Time
							Began Work	Quit Work							



Illinois Central Gulf Switchlist

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

SPOT NxtLoc Tons Contents Hdg

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



IS SAFELY
ING





The Switchlist

Editor:

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406.589.6256

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

SUBSCRIPTIONS

The Switchlist is available free of charge online at the PNR website, pnr.nmra.org. PNR members with current email addresses on file with the NMRA will receive an email notice when the latest issue is posted.

CONTRIBUTIONS

Readers of *The Switchlist* are encouraged to submit news, articles, photos, and drawings about PNR activities past, present and future. Articles on other aspects of model railroading are also appreciated.

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

The Editor reserves the right to accept, reject, and edit contributions as space, time, and suitability of material dictate. The *Switchlist* does not pay for articles.

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

February 1
May 1
August 1
November 1

Complete staff and contact information is available in this newsletter and on the PNR website: pnr.nmra.org.

ADVERTISING

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

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Looking Back. Looking Forward.

We have a number of regional announcements this month, which acknowledge both individual and team efforts over the past few years and which also introduce events coming to the PNR in the near future.

First up, Bert Cripe (4th Division) received the 2025 NMRA President's Award for Service to the Division. Congratulations, Bert! And Bill Fassett received the 2025 PNR President's Award for his great leadership in the Achievement Program over the past few years. Congratulations to you, Bill! Take a moment to read more about their accomplishments on p.3 and be sure to congratulate these guys next time you have an opportunity.

Next, is a recap of the Ainsworth Connector convention and its contest, which took place in Pasco this past May. Participants all agreed that they had a great time!

Now, let's shift our view forward into the near future. Of course, we have next year's regional convention already taking shape. At a minimum, mark your calendar for May 13-16 and begin mapping your trip to Tigard, Oregon, for [Oregon Rails 2026](#), which is being hosted by the 2nd Division.

But before that, Jack Hamilton, MMR, HLM, is offering another Modeling With the Masters® course—November 1st in University Place, Washington. Be sure to read the details on p.9 about this great opportunity to learn new modeling skills because it requires **pre-registration by October 15th**.

Last, but certainly not least, is preliminary information (p.10) about [Pu-ge Sound Express](#), the 2027 NMRA National Convention being held in Tacoma and hosted by the 4th Division. It's time to start gearing up for that major event.

We are so fortunate to have members willing to volunteer to make our annual regional conventions and the national convention come together. But these folks need your help, too. So please seriously consider spending some of your time as a volunteer at one or more of these. Your time and effort will truly be appreciated and I'm sure you'll build new relationships.

Congratulations to a new NMRA 100% club—the WACKO Club. Andy Doll (3rd Division) provides the background (p.11) of how this group came together. Maybe it'll inspire your local group to follow suit. Congratulations also to another new 100% club: The Northside Model Railroad Association.

The *In Memoriam* section (p.12) lists PNR members who have recently passed away. As always, please take a moment to remember these friends. Our sincere condolences to the family and friends of all these members.

Page 13 lists the PNR's newest members. A gentle reminder to please check the member names and their home towns and reach out to these folks through your division superintendent.

This edition of *The Switchlist* has five feature articles covering a wide variety of topics that I'm sure you'll enjoy:

- Using Artificial Intelligence in Model Railroading
- Trick Shots for Building Freight Cars – Part 2
- Decoder Installation in an N Scale Crocodile
- Building an Arduino-Controlled Trolley, and
- Prototype Modeling—Goofing Around

The PNR officer, staff, and division superintendent quarterly reports begin on p.29. The Timetable (p.40) lists a large number of upcoming events happening this Fall and that continue into 2026. Check 'em out!

As always, stay safe and happy modeling!
Greg Kujawa, MMR, Editor

PNR News and Announcements

Bert Cripe Receives 2025 NMRA President's Award for Service to the Division

Jeff Herrmann, MMR, President, Pacific Northwest Region

At the NMRA convention in Novi, Michigan, Bert Cripe, from our 4th Division was awarded the NMRA President's Award for Service to The Division. Bert came to the PNR and 4th Division from central California. Since his arrival, he has displayed exceptional leadership and active participation in furthering the mission of the NMRA and supporting the activities of the Division.

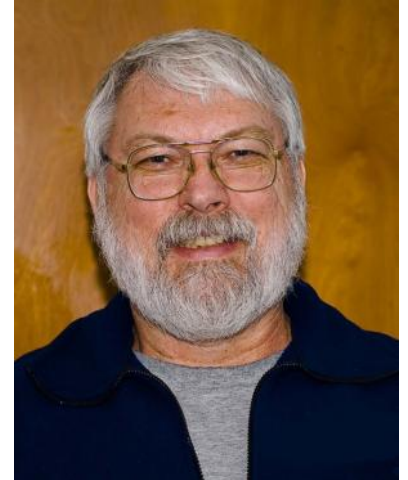
Bert is the driving force behind the creation and expansion of the N scale layout featured in the Bremerton Northern Model Railroad Club on permanent display in the local mall. Bert has championed and brought operations to both the N scale group and the HO scale group, also on display. Bert has been the lead modeler on collecting prototype and model railroad materials to create a museum of railroading to surround the layouts. Bert is an active mentor to new members and active in the administrative operation of the Club in support of the public displays.

Bert is active in operations throughout the Division and is a primary member in the development and operation of the Free-moN group in the Division. Bert travels frequently within PNR and nationally to participate in Free-mo events exhibiting exceptional leadership and effort to making those activities successful for the public and participating modelers.

Bert is an active supporter of the NMRA Achievement Program (AP). He set up and assisted in conduct of a series of "hands-on" modeling sessions to help his fellow modelers develop new skills, learn how to complete various projects, and to get started on the AP path. His efforts have resulted in several members earning AP certificates and continuing to pursue AP recognition.

During open house or public show events, Bert makes himself available to answer questions or otherwise provide information about the hobby or railroading to visitors. His easy, outgoing personality makes him a hit with any and all who come to learn or just visit.

Congratulations, Bert!



Bill Fassett Receives 2025 PNR President's Award

Jeff Herrmann, MMR, President, Pacific Northwest Region

Bill Fassett of Spokane, Washington, (5th Division) was recognized with the President's Award for Service to the Region at the closing luncheon at the 2025 PNR convention in May. The President's Award is presented annually to honor a member of the PNR who has, through service to the hobby of model railroading, made the most significant contribution to the benefit and betterment of PNR over an extended period.

Bill has served as PNR Achievement Program Manager since November 2021. During his tenure, Bill has been a strong advocate for, and been actively managing, the program. His success is clearly shown through the large number of Golden Spike awards, merit awards, and AP certificates presented over these past four years. In fact, his efforts have brought the PNR into a leadership position in the NMRA as our region has produced more AP Merit Awards and Golden Spike Awards than most of the other regions combined.

Bill's quarterly AP Manager reports published in *The Switchlist* go beyond providing a list of names and awards recently bestowed. He has incorporated national AP guidance to help the PNR membership better understand the program in order to reduce misperceptions and fear that the MMR journey is only attainable to a small minority of members. Bill has provided personal advice and support to individual members who are already participating in the AP or who are contemplating it.



As AP Manager, Bill has travelled around the region to visit with members and clubs at train shows and meetings to evaluate models with the intent to recognize the efforts of modelers and build up their confidence to further engage in the AP. Bill has also presented clinics on the AP at regional conventions to help promote the program and, again, to dispel misunderstandings about the AP among the membership.

Prior to becoming our region's AP Manager, Bill served as Superintendent of the 5th Division. The names of prior PNR President's Award recipients can be found on our website: <https://pnr.nmra.org/PNR%20Presidents%20Award.html>

Congratulations, Bill!

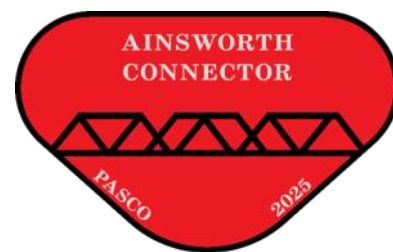
Ainsworth Connector Convention Report and Contest Results

Bill Fassett, MMR – 2025 PNR Convention Chair

Photos by Jeff Shultz (except where noted), 2nd Division

The 2025 PNR Convention—the Ainsworth Connector—is now history. The convention was held Friday, May 9 through Sunday morning May 11 at the Red Lion Hotel and Conference Center in Pasco, Washington. It was hosted by the Fifth Division and co-hosted by two of the Division's 100% NMRA Clubs: River City Modelers and Tri-City Model Railroaders. Pre-convention events occurred on Thursday, including “on the way” layout tours and a Modeling with the Masters® session.

Fourteen clinicians presented a total of 22 clinics on Friday, Saturday, and Sunday morning. Five additional clinicians presented mini clinics Saturday night. Also on the



NMRA President Gordy Robinson attended the convention and gave an update at the Annual General Membership meeting on what's happening at the national level within the NMRA.



An employee of PF & S Railway Supply describes how they make lost wax brass castings.

schedule were ten self-driving layout tours, two operating sessions hosted by the Tri-Cities Model Railroaders, and a series of prototype tours of PF & S Railway Supply, which is located just north of Pasco. PF & S manufactures model railroad products, including Tomar, Precision Scale, and Utah Pacific brands. It also has a large retail store on site.

The Celebration Room hosted AP evaluations and contests yielding 17 merit awards, 3 Peoples' Choice awards, and 14 contest awards.

“Plus-One Club” (non-rail) activities included a Bingo Night and Mother's Day gifts for the registrants.



Left: Some of the product inventory at PF & S Railway Supply. Right: Here's a small sample of the products available on the retail side of the business. Note the many vintage rolling stock kits on these shelves.



A long view of a section of the Tri-Cities Model Railroad Club layout. Greg Kujawa photo.



NMRA President Gordy Robinson poses in front of one of the two massive helixes on the Tri-Cities club layout.



Five mini-clinics were presented concurrently Saturday evening.



Lee Chessman receives his MMR certificate at the Award Luncheon on Sunday. Larry Sloan photo



Greg Kujawa receives his MMR certificate. Larry Sloan photo

Convention Committee Members and Roles

Bill Fassett, MMR	Convention Chair, <i>Timetable</i> Editor, Plus-One Co-Chair
Bill Voogd	Co-Chair
Shirley Sample	Treasurer, Plus-One Chair
Lori Sebelley	Registrar
Ron Edgar	Clinics Chair
John Decker, MMR	Celebration Room Chair
Jeroen Gerritsen	PNR Contests Chair
Bob Parrish, MMR	AP Evaluations Chair
Phil Miller	Layout Tours Chair, Operating Sessions Chair
Bob Jekel, MMR	Raffle Prize Chair
Cory Bennett	Webmaster
Mike Tietz	Free-mo and Modular Layouts Chair
Lee Chessman, MMR	Security Chair
Jack Hamilton, MMR, HLM	Modeling With The Masters® PNR Program Manager
Gail Hermann	<i>Timetable</i> Proofreader

A social hour (Mix, Mingle, Munch) was held on Friday and an Awards Luncheon closed out the convention on Sunday at noon.

Registrations included 77 full-fare, 18 Plus-One Club, 1 Youth registration, and 5 Free-mo member registrations.

Many thanks from the PNR membership to all the convention committee members listed here and to all those behind the scenes who assisted.

Ainsworth Connector Contest Results

Category	Award	Name	Entry
Rail Cars—Freight	1st	James Keena	V&T Flat Car #59
Rail Cars—Caboose	1st	Ryan Bates	McCloud Lumber Co. Caboose #101
Non-Revenue—MOW	1st	Greg Kujawa	GN MOW Car #X5302
	2nd	Ryan Bates	McCloud Lumber Co. Passenger Car #110
	3rd	Ryan Bates	McCloud Lumber Co. Tank Car #1708
Structures	1st	James Miller	Stump Office
	2nd	James Miller	Trackside Tool Shed
	3rd	Jeff Schultz	Trackside Tool Shed
Display	1st	John Christner	Crossing Angell River
Photography—Prototype	1st	Stephen Blamor	RGS #20
	2nd	Stephen Blamor	No.18 Rounds the Curve
	3rd	Carol Herrmann	Working on the Railroad
Best of Show		James Miller	Stump Office
People's Choice—Model		John Bilahorka	McKinley Seafood
People's Choice—Display		John Christner	Crossing Angell River
People's Choice—Photography		Carol Herrmann	Working on the Railroad
People's Choice—Train		Lee Chessman	US Army Hospital Ward Car and Binder

These next three pages include photos of the contest models listed in the table above. Unfortunately, photos of the Photography category entries were not available.

Many thanks to all who brought models, photographs, and craft items for display, AP evaluation, and the contest.



Rail Cars – Freight. 1st Place—James Keena. V&T Flat Car



Rail Cars – Caboose. 1st Place—Ryan Bates. McCloud River Lumber Co. Caboose #101



Non-Revenue – MOW. 1st Place—Greg Kujawa. GN MOW Car #X5302



Non-Revenue – MOW. 2nd Place—Ryan Bates. McCloud River Lumber Co. Passenger Car #110



Non-Revenue - MOW. 3rd Place—Ryan Bates. McCloud River Lumber Co. Tank Car #1708



Structures. 1st Place and Best of Show, Model—James Miller.
Stump Office



Structures. 2nd Place—James Miller. Trackside Tool Shed



Structures. 3rd Place—Jeff Schultz. Trackside Tool Shed



Display 1st Place and People's Choice—John Christner. Crossing Angell River



People's Choice – Model—John Bilahorka. McKinley Seafood



People's Choice – Train—Lee Chessman. US Army Hospital Ward Car and Binder

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>

Save the Date! Oregon Rails 2026

Dave Holden, Convention Committee Chair, 2nd Division

Although the Ainsworth Connector convention just finished this past May in Pasco, it's not too soon to get out your calendar and mark **May 13-16, 2026**. Plans for the 2026 PNR convention, [Oregon Rails 2026](#), are coming together. The convention venue is the Embassy Suites by Hilton, 9000 SW Washington Square Road, Tigard, OR 97223. The hotel is adjacent to the Washington Square Mall, with key tenants Dick's Sporting Goods, Macy's, Nordstrom, The North Face, Apple, and the LEGO Store, to name just a handful. For members that want an alternative to hotel food, there are dozens of restaurants and fast food options in the mall. There is no sales tax in Oregon.

The venue is located west of the Portland city core, with good access to several home layouts and garden railroads. Other nearby attractions include the [Oregon Rail Heritage Foundation](#), home of SP 4449, SP&S 700, OR&N 197, and the Mt. Emily Shay #1.

For updates, check <https://oregonrails2026.com/>



The Pacific Northwest Region
National Model Railroad Association



MODELING WITH THE MASTERS COURSE

SATURDAY, NOVEMBER 1ST 9:30-5:00 PACIFIC TIME
UNIVERSITY PLACE, WASHINGTON

\$25 CHARGE FOR THIS EVENT ONLY! INCLUDES LUNCH!

**NMRA MEMBERSHIP AND PRE-REGISTRATION BY OCTOBER 15TH IS
REQUIRED**

The objective of the *Modeling With The Masters*® Program (MWTM®) is to teach modelers of all skill levels new techniques and opportunities in model railroading. To achieve that objective, the Program will offer modeling challenges to individuals that will increase or enhance their modeling skills, introduce them to new modeling materials and techniques, and introduce them to various tools used in the modeling process. We will teach how to build construction jigs for roof trusses and how to make wood tunnel portals. It follows that there will be a number of basic and advanced skills and techniques that will be addressed in the various challenges offered by the program.

**TO LET US KNOW YOU ARE COMING AND GET MORE INFORMATION,
REGISTER BY EMAIL BY OCTOBER 15TH TO: pnrprez@nmra.org**

**EVENT LOCATION:
9402 47TH STREET WEST
UNIVERSITY PLACE, WASHINGTON 98466**

Welcome to Puget Sound Express—

The 2027 NMRA National Convention in Tacoma, Washington

Magnus Christerson and Robin Peel, Convention Committee Co-Chairs, 4th Division

Did you know that NMRA has awarded the NMRA National Convention in 2027 to our region, the Pacific Northwest Region (PNR)? Now we need everyone's support to make this the best convention ever!

First, put it in your calendar:

August 10-15, 2027

Second, think about how YOU can contribute.

- Perhaps offer your layout for Layout Tours.
- Or offer an op session?
- Or perhaps give a clinic?
- Or be a volunteer?
- Or maybe just come and be a participant?

Whatever you do, we need YOUR support.

Third, tell your friends and family about this.

Perhaps you can make this a family vacation with some extras like an Alaska cruise or some National Park visits?

Our theme is **Expand Your Horizon** and we want everyone to come away with new ideas and new friendships.

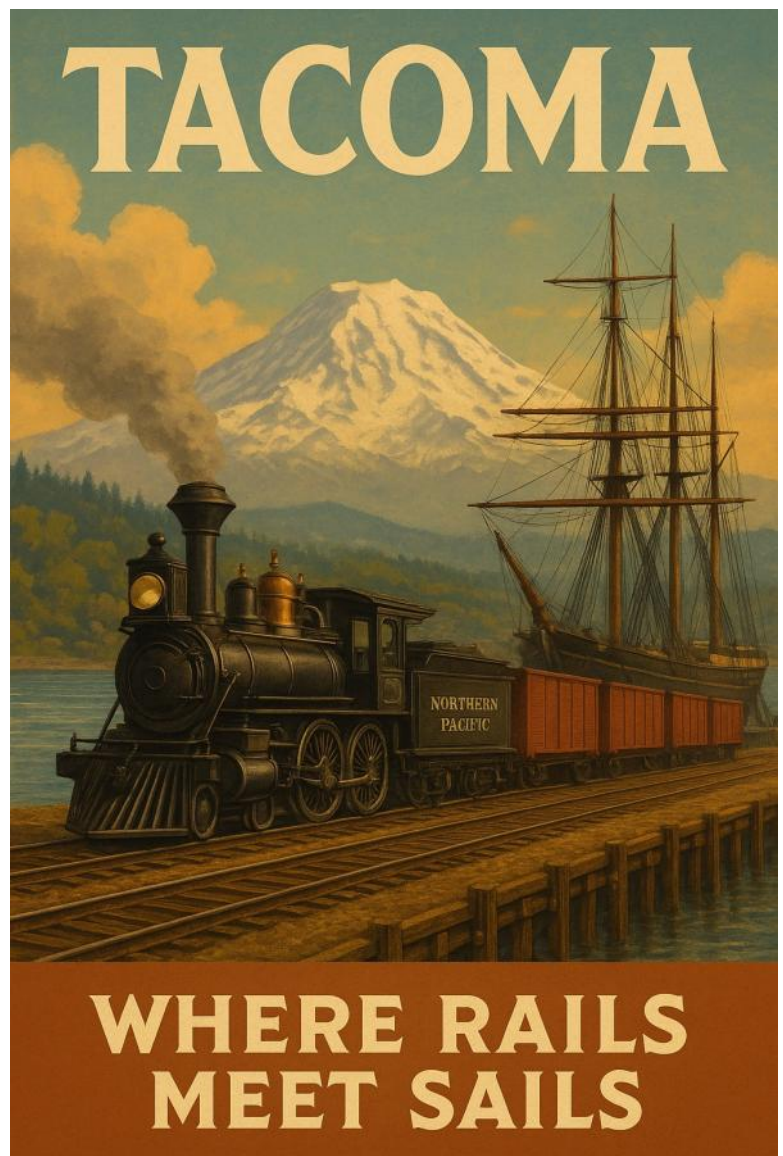
We will welcome both NMRA members and non-NMRA members (they will pay a little more).

Fourth, sign up for our Newsletter by going to:

2027.nmra.org

We will share more details as we get closer.

The Puget Sound region, with Tacoma at its heart, offers a rich railroad experience: From historic trans-continental railroads and majestic port-side operations to modern shortline action with breathtaking views, this convention will be a highlight for any rail enthusiast.



New NMRA 100% Club Established— Wednesday Afternoon Consortium of Krazy Operators (WACKO)

Andy Doll, MMR, 3rd Division

After a lively discussion at the February PNR board meeting regarding 100% clubs, Shelley Shelstad, current Superintendent of the 3rd Division, and Bob Parrish, MMR, past PNR Vice President, had to ask themselves: “Why isn’t our round-robin group a registered 100% club?” The response was that we all were NMRA members, but had never thought about doing the paperwork to apply for recognition.

Currently, our loose-knit group is composed of 10 retired modelers, ranging in age from 62 to 90, each with his own home layout. Three members are MMRs, and two additional members are working their way towards MMR, one having six Achievement Program certificates and the other having completed five.

Another member is the 3rd Division Superintendent, the world’s best Division Super who had recently been re-elected to the position by acclamation of all the Division members (none of whom wanted the job).

The roots of our Wednesday group stretch back over 40 years. At various times from the 1970s forward, our modelers have been members of the Old Idaho State Penitentiary Club; the Idaho State Historical Museum Club; and a loosely gathered group of modular people. That is until all three clubs were dissolved around 1990.

A group calling itself Tuesday Night Turnaround came into being in the early 1990s and was made up of members of the dissolved clubs. These were round-robin visitors to each others’ railroads, as many had home railroads. Many of that group have now fallen in with our Wednesday afternoon bunch.

Fast forward to 2006 when most of our group were meeting on Wednesday nights at the layout of the late Bruce McCosh. By this time, Bruce had installed the “Ship It” program and most were operating their favorite train on his large railroad. Five of our group earned their Chief Dispatcher AP certificate in his basement. Actually, it was his wife Jo’s basement; but that’s a whole other story.

After losing Bruce in September of 2017, we again fell into a round-robin gathering that continued each Wednesday evening. Since most were by now retired, why not meet in afternoons? We had never asked that question either.

COVID closed us down in March of 2020 and kept us all home for a couple of years.

By late 2022, we were meeting at Tom Waters’ layout, where construction had been on hold for nearly three years. Now construction gained momentum in preparation for being on the layout tour of the 2023 3rd Division Fall Meet.

Over the next year and a half, those few who were still working finally took their retirements and became regular participants in these weekly festivities.

After many years of existence in different versions, in early 2025, the group WACKO was formalized and, after bantering about for a time, an acronym name was chosen for our group. As we have no marching orders or by-laws or any sort of governing rules, we “railroaded” Shelley into being nominated to the exalted position of Grand Poobah, only because the NMRA application required someone in a “position of authority.” That aura of authority applies only when corresponding with the national office, since the other nine of us don’t recognize authority of any kind.

Thus WACKO became one of two 100% clubs in the 3rd Division, joining the Jerome (Idaho)-based Northside Railroad Association.

National Model Railroad Association

*In Recognition of
100% Club Membership
Presented To*

*Wednesday Afternoon Consortium
of Krazy Operators
(WACKO)*

Gordy Robinson, MMR

Official

January 1, 2025

Date



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 2024 through July 2025

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
July 2024	6	Bruneau	John	Camrose	AB	
	4	Liesse	Ed	Federal Way	WA	Life Member
August 2024	4	Mundy	Douglas	Gig Harbor	WA	
	4	Hamilton	Fred	Maple Valley	WA	
	4	Black	John	Mount Vernon	WA	
September 2024	7	Sparks	C D	Burnaby	BC	Life Member
October 2024		None				
November 2024	4	Moorman	Jeffrey	Ferndale	WA	Life Member
	4	Vaughn	Paul	Graham	WA	Life Member
December 2024	1	Crueger	Jim	Monroe	OR	
January 2025	2	Kaser	Fred	Molalla	OR	
	6	Bryce	William	Lloydminster	AB	Life Member
	6	Johnson	Mark	Edmonton	AB	Life Member
February 2025		None				
March 2025		None				
April 2025	6	Clarke	DG	Calgary	AB	Life Member
May 2025	4	Johnson	Patrick	Seattle	WA	
	3	Plies	Ron	Boise	ID	MMR 409
June 2025	4	Brown	Dean	Lynnwood	WA	Life Member
	7	Hazel	Gary	Salmon Arm	BC	Life Member
July 2025		None				

Have you changed your address or other membership information?

Notify NMRA Headquarters

email: hq@nmra.org

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

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

New PNR Members

April –July 2025

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/Prov	Div	Last Name	First Name	City/Town	State/Prov
01	Martin	Christopher	Coquille	OR	04	Clemenson	Joseph	Silverdale	WA
01	Oliver	Eric	Brookings	OR	04	Drake	Brian	Shelton	WA
01	Wensel	Daniel	North Bend	OR	04	Drake	Oliver	Shelton	WA
02	Anderson	Donavan	Portland	OR	04	Edmiston	JR	Tacoma	WA
02	Bingham	Polly	Sherwood	OR	04	Ford	Edward	Redmond	WA
02	Bruce	Scott	Portland	OR	04	Hauff	Mary	Port Angeles	WA
02	Howard	Donald	Beaverton	OR	04	Kenworthy	Sheila	University Pl	WA
02	Loggans	Joseph	Vancouver	WA	04	Morales	Dolores	Redmond	WA
02	Stewart	Robert	Canby	OR	04	Richards	Christina	Kingston	WA
03	Buckley	Paul	Wendell	ID	05	Borlandelli	Mathew	Lakeside	MT
03	Christensen	Justin	Idaho Falls	ID	05	Burke	Deborah	Kennewick	WA
03	Collins	Zack	Twin Falls	ID	05	Huber	Gary	Coeur D Alene	ID
03	Gabica	Richard	Twin Falls	ID	05	Krutzen	Thomas	Kennewick	WA
03	Gabica	Steve	Twin Falls	ID	05	Lawr	Kevin	Pasco	WA
03	Gabica	Dontay	Twin Falls	ID	05	Stene	Trevor	Newman Lake	WA
03	Harding	John	Twin Falls	ID	05	Suksdorf	Lee	Moses Lake	WA
03	Kueber	Bill	Boise	ID	06	Clark	Gord	Calgary	AB
03	Mclver	Matthew	Twin Falls	ID	06	Gagne	Jaymes	Calgary	AB
03	O'Dell	Nick	Jerome	ID	06	Guest	Bob	Regina	SK
03	Rainwater	Corey	Gooding	ID	06	Hawley	Glenn	Calgary	AB
03	Roy	James	Boise	ID	06	Mytrash	Greg	Sherwood Park	AB
03	Stansell	Jerod	Twin Falls	ID	06	Prior	Dean	Edmonton	AB
03	Weekes	Ron	Jerome	ID	06	Renz	Nelson	Sturgeon County	AB
04	Abrisz	Jacob	Seattle	WA	07	Cullis	Janet	Richmond	BC
04	Baker	Austin	Bonney Lake	WA					



Attention All PNR Members! Have you taken the PNR Survey yet?

Even though you may no longer consider yourself a “new” member of the National Model Railroad Association, we need your input to help us develop and plan programs, events, and activities that meet your needs as a member of the NMRA in your area. Please take just a couple of minutes to fill out our on-line survey at:

<https://www.surveymonkey.com/r/K98F93Q>

Thank you in advance for participating in this survey to help the PNR deliver benefits to you!

Features

Using Artificial Intelligence in Model Railroading

Article and photos by Kurt Laidlaw, 4th Division

What is this thing called AI? Why should I care about artificial intelligence? I'm just interested in model railroading.

Let's start at the beginning, or at least at a place where we can understand where we are going. AI (artificial intelligence) or, in this case, generative artificial intelligence, is a computer program that allows you to use natural language descriptions (prompts) to produce images. If your artistic ability runs toward imagining pictures, but your artistic capability doesn't support producing what you imagine, AI can be a great help.

There are so many ways for modelers to use AI today that it would be impossible to cover them all in a single article. So, I'll focus on one area I've found particularly useful in my own modeling—structures. AI can be an invaluable resource, whether you're modeling an earlier era or the modern era to find or create interior scenes for buildings, find period signage for building exteriors, or produce ideas for kitbashing or scratchbuilding.

I am modeling the late 1950s. I use a program called Midjourney (www.midjourney.com) to help visualize what a building from that era might have looked like. For example, if I want a 19th-century building with a dress shop, bakery, or butcher on the first floor, I think carefully about how to describe it. One prompt I might use is "a color photograph of a 19th-century, three-story brick building, facade updated in 1957, with a dress shop on the first floor and apartments above."

When I input this into the program, it generates four image options (Figs. 1-4). These are all similar but slightly different. If I don't like them, I can click 'rerun' to get four new ones. If I like one, I can ask the program to make subtle—or significant—changes to it, resulting in another set of four images based on my selection.



Figs. 1-4. Midjourney generated options of a 19th-century three-story brick building, facade updated in 1957, with a dress shop on the first floor and apartments above.



From these images, several details are immediately useful:

- Building color – Four buildings, four different shades of red.
- Facade differences – building roof-lines, window shapes and sizes, placement of downspouts.
- Window treatments – You see the curtains from the dull exterior, not a brightly lit interior.
- Fire escape placement – Often on the front of the building, not the back.
- Facade updates – Features like large display windows and changed doors.

These aren't actual historical buildings but AI-generated interpretations based on my description, drawn from a massive library of reference images. Occasionally, the results are way off, but that's okay. I just try again. In the example above, the buildings resembled DPM kits, which was exactly what I was hoping for.

Here is another example. Let's say I want the interior of an English pub to model inside one of my Main Street buildings. I input "photograph of the interior of a large Victorian-style English pub at night." The result? A richly detailed scene that's perfect for interior use in a lighted building (Fig. 5).

Maybe I need a backdrop image like "looking down the main street of a mid-sized U.S. town in the 1950s, daylight." In this case, I got a bit of serendipity. I was looking for more of a main street view. What I ended up with in one of the four images was the road out of town. Not what I had wanted, but a useful image for my layout background (Fig. 6).



Fig. 5. Midjourney generated image of an interior of a Victorian-style English pub.



Fig. 6. Looking down the road.

When I find an image I want to use, I import it into a photo editing program like Adobe Photoshop to crop, adjust colors, increase or decrease image size, etc.

It's not just words you can use to generate images, though. In the newer versions of Midjourney, you can input images to help refine the results of your description. Here is one quick example of using a vintage photograph and a normal description like "color photograph of mid-century light industrial building viewed from the front." Note that the original photograph was black and white but the description asked for a color photograph. The results show how much impact the embedded photograph makes to how the program interprets your description (Figs. 7-9).



Fig. 7. Vintage black and white photograph.



Fig. 8. Midjourney generated image with embedded image.



Fig. 9. Midjourney generated image without embedded image.

The creative possibilities with Midjourney (and similar AI tools) are nearly endless, but not without problems. All of these programs have flaws, though over time the results are getting better as more people use them and more images are sucked into their databases. The AI program is learning from its own work. I find that Midjourney is terrible with text. I haven't been able to create a realistic ghost sign with a readable business name in Midjourney. Additionally, human figures can be distorted. For example, a barber cutting a person's hair might produce an image with the person's legs or feet missing.

That's when I turn to another AI tool that's gotten a lot of attention lately—ChatGPT. Many people use ChatGPT to ask questions or help write things like Arduino programming or school term papers. However, ChatGPT has an embedded image program as well. Here's an example using both tools to create a faded ghost sign on a brick wall for Rickerson Fine Furniture Company, using an Art Deco font. This is based on my grandfather's business in Binghamton, NY. Midjourney's result: Not a ghost sign, not an Art Deco font, and the language has been changed to Italian (Fig. 10). ChatGPT's result: Exactly what I asked for (Fig. 11).



Fig. 10. Midjourney generated image of ghost sign.



Fig. 11. ChatGPT generated image of ghost sign

I took the ChatGPT image into Photoshop, turned it into a decal, and it looks like this (Fig. 12). I plan to print it with white ink (a topic for another article) on clear decal paper, giving me a convincing faded, scratched ghost sign to place on a building wall.

So, now that I've shown you that you need to use AI, how much is it going to set you back? Certainly it's less than a couple Starbucks coffees per week. Midjourney offers a free trial that will limit some features and the number of images you can save. I usually buy a \$10 monthly subscription when I want to play around with a new project, then cancel it afterward. Months later, I can resubscribe, and all my previous work is still there—ready for reuse or tweaking. ChatGPT also has a free trial. Again, it limits how many images you can generate or download. That hasn't been a problem for me. A great bonus: you can ask ChatGPT to help you write the perfect description for Midjourney and copy-paste it directly from one program to the other. It works like a charm.

I have only scraped the surface of what using AI imagery can provide in model railroading. If you're curious, I highly encourage you to experiment with these tools. There are many in-depth tutorials available via the Internet to further explain the fine details of how to get the most out of your descriptions. You've got nothing to lose but a bit of computer time—and maybe the price of a couple of Starbucks coffees. As an aside, I actually ran this article through ChatGPT to check grammar and clarity. While the changes were minor, ChatGPT did find a couple errors for me to fix. It's a little like having an in-house editor so I don't have to ask my spouse to check my typing errors.



Fig. 12. Final decal of Rickerson Fine Furniture ghost sign.



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Trick Shots for Building Freight Cars—Part 2

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

Editor's Note: This is Part 2 of a series of articles by Bob Parrish, MMR. Subsequent parts will be published in future issues of The Switchlist. Bob provides additional advice that is posted as free downloadable PDF files on the [LaBelle Woodworking](#) website. These files are under the tab labeled 8 - Hints and Pointers.

Part 2—Sheathing the ends, sides, and roof; adding fascia boards and weight.

Making up scribed car side panels

Before diving into installation of the scribed car sides, ends, and roof panels, I first need to take a side trip here and talk about making up the panels. Figure 1 shows my first scratchbuild in 1962. Those were the days of Ambroid glue and Walther's Goo. Neither were very permanent. The crack in the siding to the right of the C&S logo is where there was a seam in the siding. This is a 28-foot boxcar that was an experiment on a lot of things at the time for me. That space was not there originally.

The scribed wood sheets that come from Northeastern and other suppliers are not wide enough to cover the entire side or roof of a 32-foot or longer car. Measures must be taken to glue those segments together before mounting them to the car base blocks.

When building a craftsman kit or scratchbuilding a model, there is a part of us that really intends this to be something of a forever sort of thing. A lot of time is involved in building such models and doing it again is not on the desirable options list. It is possible for the scribed panel siding, whether supplied by the kit manufacturer or obtained directly from a scale wood company, to shrink over extended periods of time; that is, after ten or twenty years. Although this seems like an unnecessary concern, there are many scratchbuilt and craftsman kit cars still in service on model railroads after such periods of time or greater.

Numerous kit manufacturers provide scribed basswood panels for their freight and passenger kits precut to the height necessary for the model but the width is to be fitted by the kit builder. Often, the panels are not of sufficient width to cover an entire car side with the panels as provided. They must be placed side by side to fill out the length of the model. This is where the problem of durability begins. Those side panels must first be glued together to create a single permanent side panel.

The technique shown here is one used by cabinetmakers that apply veneer panels on furniture. On large pieces of furniture such as tabletops, the veneer panels cannot be applied individually and produce a tight fit. Therefore, they must be assembled into large sheets which will then be glued to the core wood of the table or cabinet. The best glues for basswood are yellow woodworker's glue products from the manufacturer of your choice. My experience with all of this goes back to my work in a piano restoration house in Chicago in the early 1960s.

In modeling, this step in the construction process is important but for different reasons. Most construction methods call for the scribed panels to be glued onto an open framework of wood such as a boxcar or reefer; rather than on a solid core wood base as in furniture. The linear (with the grain) shrinkage of the core wood structure of a boxcar kit is essentially zero. Thus, the length of a boxcar will never change. However, the scribed panels (which are subject to shrinkage), when glued across these boards, will attempt to shrink on their own and often break away from the core wood frame. Evidence of this shrinkage will show up at weak spots in the grain or unbonded locations such as where the scribed panel segments have been joined. This is seen in Figure 1 above.

The car door may hide some, but not all, scribed panel seams. Therefore, scribed wood must be connected in strips to cover the longer surfaces. Examples of this would be the scribed panels under the windows of an eighty-foot passenger car. Although we have very good bonding materials, shrinkage is still an issue.

The following instructions will demonstrate how to create panels that are greater than the full length of the kit and workable as a single piece to be cemented down. The entire process should not add more than one half hour to the build time of any model.

Identify all side and roof scribed panels as your model might need. Examine each edge of the panel to ensure a full board width of scribing. Much wood is supplied with a half board on one or both edges, which must be removed (Fig. 2).



Fig. 1. This is a failed joint of a near 60 year old model; my first attempt at scratchbuilding in 1962. It would have never received a merit award but it was mine and it is still, with all of its warts, rolling around on my pike.

Once these edges are prepared, press them together side to side and see if the board spacing looks even. If not, trim off a second whole board to obtain a true edge.

Place a 3-4-inch strip of blue painter's tape on your work surface sticky side up. At 90 degrees to the tape, place your first scribed panel, scribed lines down on the tape, covering half of the tape (Fig. 3). It is important that the tape runs in the same direction as the scribed lines, that is, with the grain of the wood, as the tape is designed to stretch the long way as it comes off of the roll. For this operation we need no stretch whatsoever.

Fold the tape in half so that the two panel edges are visible (Fig. 4).

Place a thin wipe of glue along these two edges and lay the panels back flat on your worktable. The small amount of glue that might squeeze out should be wiped away. Be sure not to flood so much glue into this joint that the scribed lines on the front of the panel become clogged.

Once flat, place a second strip of tape on the wood over the glue joint, allowing the ends of the tape to adhere to the first strip of tape (Fig. 5). Set aside overnight until dry. Make up all siding and roof panels in this fashion in preparation to bonding to the sub-structure of your model.

To remove the tape cut with a sharp knife along one edge of the combined panel. Pull the tape off on a diagonal so as to not overload the strength of the wood.

If there is any glue in the scribed line it can be removed or filed to create the original pattern of the scribing.

Attempt to flex the panel slightly to test for a solid bond (Fig. 6). You will be surprised how the combined panel acts much like the wood at the glue joint.

Once all panels are bonded and cleared of tape, you may proceed with the construction of your model. This procedure will give you a great looking model and will give you decades of like-new appearance.

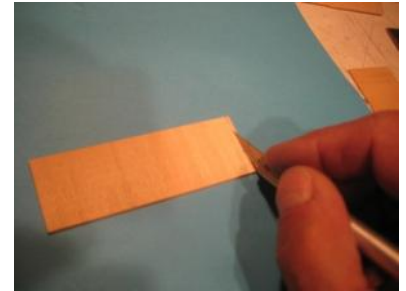


Fig. 2. Trimming off an incomplete board from the supplier.



Fig. 3. Place two scribed panels together end-to-end, scribed sides down, on a piece of painter's tape.

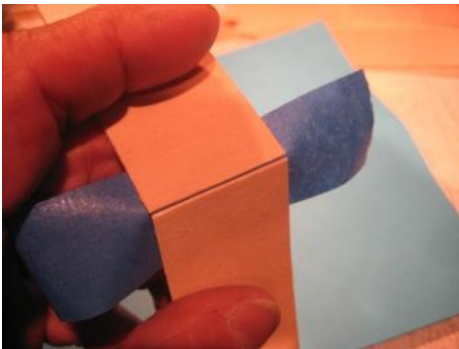


Fig. 4. Fold back the taped panels to expose the panel edges to be glued.



Fig. 5. After applying glue sparingly to the edges, lay the panels flat again and tape down with a second piece of tape, allowing the lengthened panel to dry overnight.



Fig. 6. After the glue has dried, carefully flex the panel to ensure the joint is solid and will not fail.

Scribed Siding for the Ends

The order of construction that follows is important. The scribed wood ends must go on first. Then the roof sheathing and finally the sides go on so that the roof and sides lap over and cover the edges of the ends. Pressed or cast metal sides may be substituted here but the order stays the same.

Figure 7 shows the ends being glued onto the boxes. Nothing scientific except that I make sure the bottom edge of the scribed panel is flush with the floor. This assures that the scribed lines are vertical on the ends.

After the scribed ends are glued, I then "clean" (sand) the end panel edges by doing a thing called *decking down*, which I described in Part 1 in the May 2025 *Switchlist* (pp.19-20). To refresh your memory, decking down is a machining process when you need to flatten, or check for flat, of an item that will bolt to something. In building a model, place a sheet of sandpaper on a flat surface and then work down the ends. In this case, I needed to sand the edges of the scribed ends flush with the box. Figure 8 shows the roof



Fig. 7. Batch gluing scribed ends to the core boxes assembled in Part 1.

overhang off of the sandpaper. I do this over the edge of the workbench. This keeps the overhang off the sandpaper for the moment. You need to have a sharp edge on whatever you are using for a work surface. Both sides, the floor, and the roof edges of the scribed ends will be decked down to be flush. If you built a framed up floor, then only the end portion outside of the bolsters will receive this step.

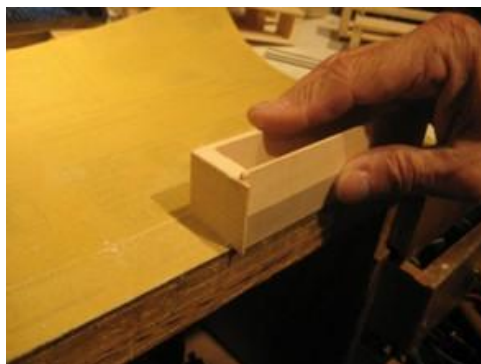


Fig. 8. Decking down the scribed ends.



Fig. 9. Here is the cleaned and decked end.

But Wait! Add Car Weight

Before attaching the scribed sides and roof, the next step is to set the weight of the car and install the weights. To determine how much weight to add, I throw on a scale most everything that a car will have: wood panels, side and top, trucks, brake equipment, and couplers (Fig. 10).

There is a point of diminishing returns here. There is this instinct that, if a car wants to fall off the rails, then add more weight. But that creates problems as there is an escalation of weight. [NMRA Recommended Practice 20.1](#) provides guidance for weighting cars but it is a bit quiet on cars under 40 feet. I set a minimum of 4 ounces and follow RP 20.1 thereafter of an additional half ounce for every inch over a scale 40 feet.

This is REALLY important for me as my trolley division has 11-inch radius curves. That makes shoving cars very interesting and shows up this escalation problem very quickly. I don't allow any cars over 38 scale feet into that division. It solves a lot of stuff. My car card switching system allows for such rules when matching up a car for a shipper/consignee order.



Fig. 10. A million years ago, I obtained two boxes of 1000 1/4-20 and 1/4-28 nuts. I will NEVER use that many, so they go in for weights. I glue them in with contact cement and spread the weight out both width- and lengthwise.

Now for the Roof Sheathing

Before we attach the roof sheathing to the basic box, recall in Part 1 of this series ([May 20025 Switchlist](#)) that I noted the roof core wood from Northeastern has a wide overhang as they cannot know how thick of a siding you will be using. I use 1/32" scribed wood panels, so the core wood overhang sticks out way too far. On p.20 of the May *Switchlist* article, I described how to reduce the width of the roof overhang using the decking down process. I won't repeat that here but Figure 11 illustrates my set-up for the process.

The roof sheathing requires two panels, each of which should be cut to exceed one half of the roof width plus 0.050" for overhang. This will be worked back later but for now that should be more than enough.



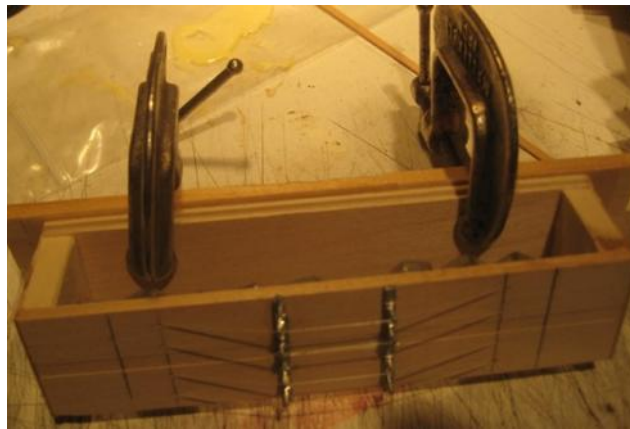
Fig. 12. Pencil line down the roof centerline to guide gluing roof sheathing.

Draw a pencil line down the middle of the car (Fig. 12). This is important because the scribed wood might try and "float" and move around on the glue when first put down. I use yellow Franklin glue and put on only the thinnest of a pull over the core box on one side only. Then set the scribed wood strip on the core, lined up with the pencil line and hold it for a moment. This lets the glue soak into the scribed wood and minimize the float. Then press a clamp block and clamp with C-clamps or spring clips (Figs. 13 and 14). Watch carefully for the scribed wood to be edged up to the pencil line.

Once clamped, wait about three to five minutes and then take a really sharp straight screw driver and go around all edges looking for glue that has pressed out. The glue goes into a "doughy" period where it will scoop up really easily without smearing soft fresh glue into the grain of the wood. This doughy glue can cause the finished paint to look different on the finished model. AP evaluators will see this.



Fig. 11 Sanding down excess roof overhang using an old Athearn steel weight as a guide.



Figs. 13 and 14. Although it is hard to see, there is a half inch wide strip of wood that distributes the pressure of the clamps and is positioned so as to allow the pencil line guide to remain visible. Note that Fig 13 shows some of the weights I added.

Fig. 15. Here is a view of the underside of the overhang with the clamps removed.

Here is a trick shot that is not in any instruction swindle sheet—how to stiffen the roof end overhangs. Although these will be shortened a bunch, they are super fragile as the grain runs with the car end and will break off several times before you are ready to set the final length.

Now for the trick. Stiffen the wood with thin grade super glue. Put only a small amount onto the underside of the roof sheathing and do NOT kick it off with an accelerant (Fig. 16). It needs time to soak into the wood to work well. Try not to get any on the scribed wood end panel as it is hard to hide later.

Then, here is the best part of this. Use a sharp, square-edged screwdriver to pull the glue toward the center from both sides (Fig. 17). This will squeegee the glue out on the wood, make a small anchor to the car end and fill the center gap. Wipe the screwdriver clean each pass. Take off as much glue that will come with the screwdriver. This prevents a lump that must be filed or sanded off later. I will be putting header boards on the car end so it needs to be flat. Set aside to cure up slowly.

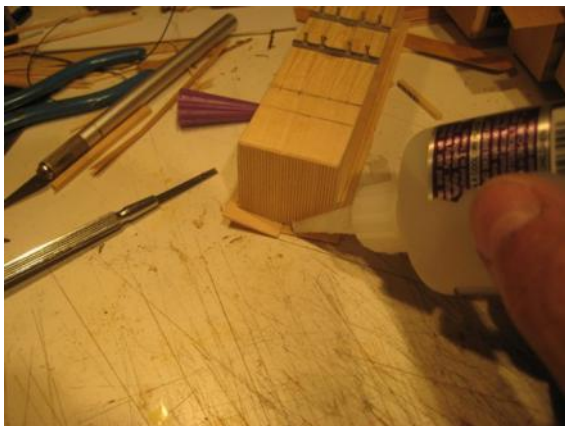


Fig. 16. Strengthen the roof sheathing overhang by applying a coat of thin super glue to the underside.



Fig. 17. Spread out the bead of super glue using a sharp square-edged screwdriver.

Next, The Side Panels

We are now ready to put the scribed car sides onto the core structure.

To apply the car sides, there is not much to it. The panels have been made up and are ready to go.

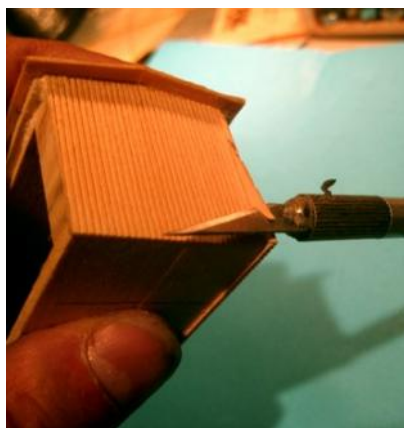
When cutting the side panels, measure the height of the car side you are working on and add a bit. I use a machinist's square to make sure the boards are absolutely vertical when applied to the base of the car.

You will need two clamping blocks so as to not make crush marks in the scribed panels. These can be of any scrap wood that is flat with no bumps that might make an impression when pressed onto the scribed wood sides. One block will be used on the first panel and the second will be placed over the remaining open side to support the clamps. Be sure the scribed panel stays tight to the underside of your roof overhang.

Once set up, the second side may be added and again, use both clamping blocks. The setting time of the first side may be shortened a bit by only waiting about 15 minutes for the glue to become doughy. The second side may be applied and then clamped, thus returning tension to the first glue set. Allow to set overnight.

Before trimming the excess material (“extensions”) from the now-attached scribed side panels, let's first talk about grain directions. Everyone knows about *with-the-grain* and *across-the-grain*. But there is another direction. Wood grain is also moving up or down as you look at the surface of any board or in this case, scribed wood. When trimming off a scribed panel with an X-Acto® or similar blade, the blade may run up or down in the cutting direction. If you simply follow what the wood wants to do, you may find your blade digging into the surrounding surfaces. For cutting off the panel extensions (surplus) on the sides of the boxcar, you do not want to nick into the scribed end panel. You always want to find the “up” direction.

Figures 18 and 19 show a runaway blade looking for trouble.



Figs. 18. and 19. Look out!! This is asking for trouble. Be sure you know how the wood grain is running to avoid the blade being drawn into the scribed end.

End Fascia Boards

Now let's go to another procedure that can be made simple. All of us have tried to make miter cuts that NEVER match!!! Working with car end fascia boards can be simple and very precise. If your scribed end panel was applied correctly and the scribed lines are absolutely vertical, you can then depend on it for cutting the fascia boards.

Figure 20 shows the first fascia strip being applied. The glue has kicked off and the board is firmly affixed. The photo also attempts to show that the heel of the #11 blade is in a scribed line near the collet (clamping device) of the knife blade at the exact center of the car end. Using a rocking motion of the blade, cut off any extending wood that passes the center line of the car.

Now on to fitting the other fascia board. Place the opposite side fascia strip on the underside of the roof overhang some distance left of center and use the same rocking motion as above to cut the same miter angle for this second strip (Fig. 21). When pushed together at the center line of the car, they will match perfectly (Fig. 22).

You can see several things in Figure 21. My finger is applying pressure on the heel of the blade near the knife's collet and the heel is seated in a scribed line. The 1x6 strip being cut off is nowhere near the finished location. I am trying to miter it to the direction of the car. In all cases, up is up! So when the blade cuts off the strip, the angle will exactly match the car's vertical scribed siding and the angled end of the first, now laid wood strip.

Figure 22 shows the finished intersection of the two wood strips. This will work every time. You can put your NWSL chopper back on the shelf for a while. I will later nip off the fly ends of the wood strips and use them for the fascia board that runs the full length of the car below the roof line.

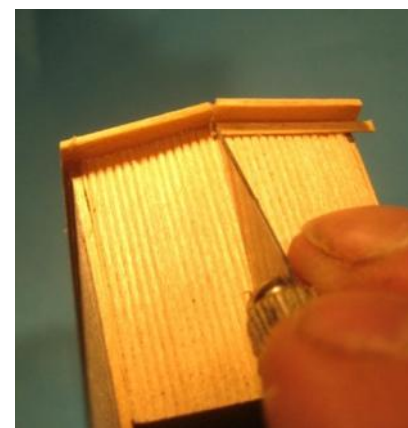


Fig. 20. First fascia board being installed. Note how to use the scribed lines as a guide for making the correct angle cut.

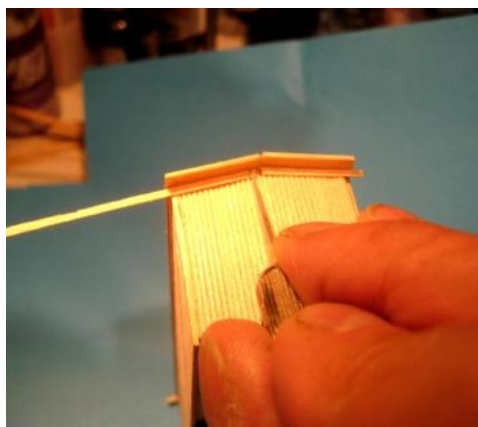


Fig. 21. Cutting the angle on the second fascia board.

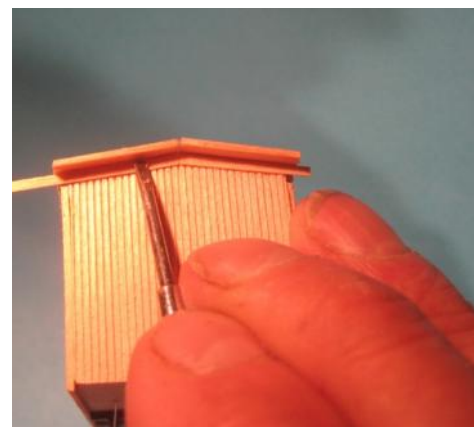


Fig. 22. Slide the second board against the first board and the miter cuts should match each other perfectly.

Final Trimming and Cleanup

Now for cleaning up the lower side edges. I have removed the queen posts for the truss rods for this step. This is an issue of the order of things. With the sides installed, you cannot access the inside, so the queen posts were installed temporarily and the fishing line truss rods tied off at the correct length earlier. And now the queen posts are removed for this step to allow the fishing line to go slack.

Figure 23 shows another of those decking procedures where you choose a thin steel ruler or the like as a spacer. The spacer will prevent the fishing line from being damaged. I work one side of the car at a time sanding down the bottom edge of the side while the other edge is off of the sandpaper scuffing along on the bench. The monofilament strings simply stay out of the way but do add a bit to the total height of the side panels. Figure 24 is a look down the floor with the sides prepared. The side overhang scales out to be about three scale inches.

Figure 25 shows how I clean up the last of the roof sheathing. I use a steel ruler that is .020" thick, which scales out to about 1-3/4" in HO scale. Much wider would be unsupportable in the real world.

End Beam Sills

Next is what to do for end beam sills. On the prototype, this is where the bolts and washers come out the end from the truss rods. I used some .094" angle stripwood from Northeastern (Fig. 27). It scales out to about 8 inches in HO. I cut them to fit between the scribed side sheathing and lap up onto the end of the car at full width (Figs. 28 and 29).

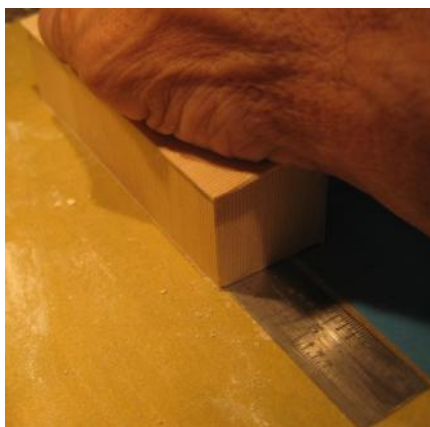


Fig. 23. Sanding down the scribed sides using the decking procedure.



Fig. 24. Here's the result. You can see the over hang on the sides and also the monofilament truss rods laying slack.

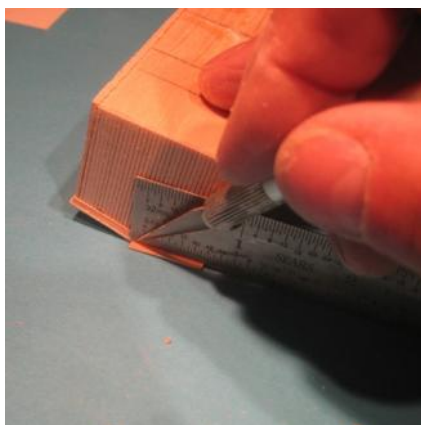


Fig. 25. Trimming the roof sheathing ends with a steel ruler.

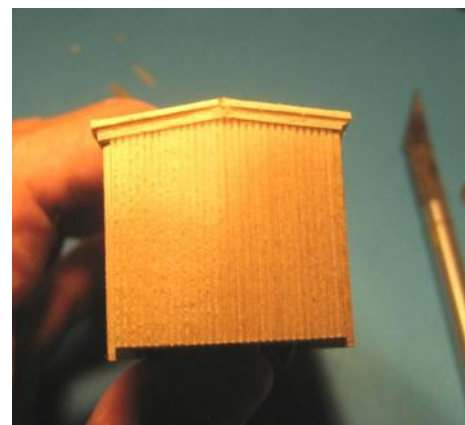


Fig. 26. A look at the completed roof ends and fascia boards.



Fig. 27. End beams are formed from angle stripwood.

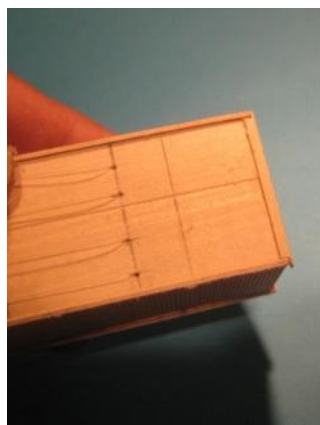


Fig. 28. Here is what the part under the floor looks like. A small shim will be used to keep the coupler box level when installed.

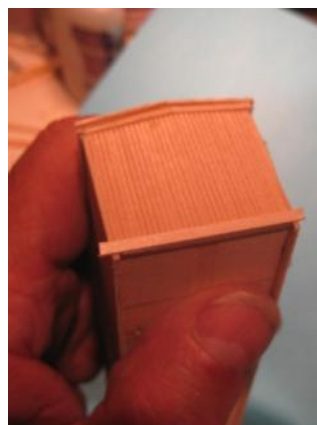


Fig. 29. Here the fly ends can be seen. They can be sanded away with a nail board file.



Fig. 30. And now the completed end.

We have now gotten to my favorite trick shot, the roof walk. In Part 3, I will describe the process for this. This is the step that turns people off about doing boxcars or reefers. This is the stuff that gets the attention of AP evaluators.

Installing a Basic Decoder into an N-Scale Arnold Crocodile Locomotive

Article and photos by Dennis Terpstra, 4th Division

I am a member of the [4th Division N-Trak Modular Group](#) and enjoy running trains, including mostly BNSF and UP trains with multiple locomotives, but also occasionally some European and Japanese trains. Our group goes to many shows where we display our various modules that members have built and assemble them into various configurations and layouts.

Over the years, I have installed various decoders in “decoder-ready” locos, which is relatively easy. On some occasions, installing a decoder into a non-decoder ready loco is a bit challenging and occasionally not possible due to its intricate design and limited space. In fact, some advise not trying to convert without extensive modifications because it might damage the locomotive. If it is desired to install a sound decoder, this presents a whole different set of challenges which will not be addressed in this article. Given we are an N scale group presents a challenge as to where to locate the decoder, especially if some frame milling is required. The introduction of the smaller Digitrax® Z scale decoders, like the DZ-126T (Fig. 1), makes it easier to install than their larger decoders. There may be other decoder manufacturers with similar Z scale-sized decoders.



Fig. 1. Digitrax DZ-126T decoder.
Photo courtesy of Digitrax.

This article involves installing a DZ126T decoder into this N scale Arnold® Crocodile locomotive (Fig. 2).



Fig. 2 Arnold N Scale Crocodile Locomotive.

And now the challenge.

Figure 3 shows a disassembled Crocodile loco with a temporarily attached decoder to verify that the loco will perform as expected. Why go through all this work, frame milling, etc. if, at the end of the day, the loco will not run with a decoder. When installing a decoder into a non-decoder ready loco, it is an absolute requirement to electrically isolate the motor from the loco frame.

Now, where to locate the decoder? The center section housing comes off quite easily as it is a slip-on plastic housing with no screw attachments. The cast metal end sections are held on by a single screw for each piece.

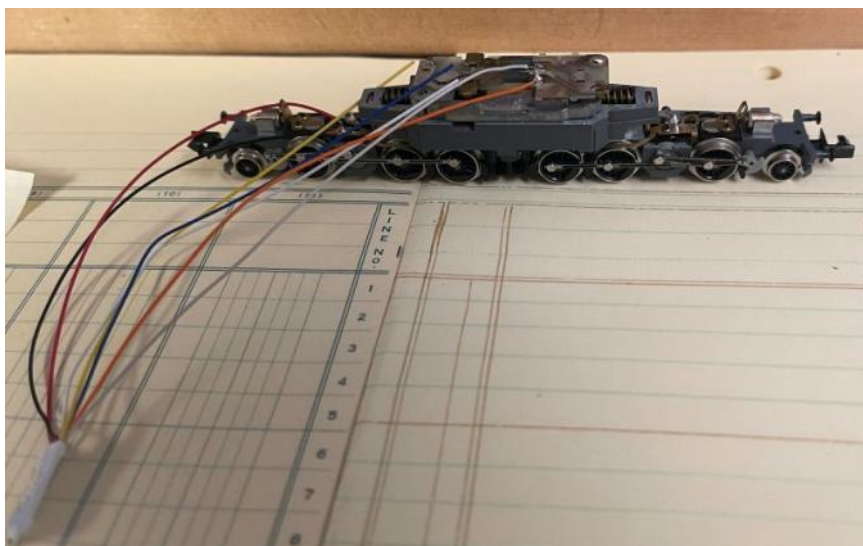


Fig. 3. Disassembled Arnold N scale locomotive with temporarily attached DZ-126T decoder.

Since there is limited space in the center section of the loco, I had to consider the cast metal end pieces (Fig. 4). By using the decoder as a guide, I used a Dremel® tool to remove some of the metal between the side of the housing and the threaded mounting screw receptacle. Then I could place the decoder in this slot and not hinder the reassembly of the loco (Fig. 5).



Fig. 4. Metal end-pieces of locomotive.

After the milling is completed, I applied a small amount of Aleene's Tacky Glue® to the decoder, not only to keep it in place but also allowing it to be removed if necessary.

Nano LEDs can be installed in lieu of the original lamp assembly, allowing more space for the decoder. (Fig. 6). The wires were cut just long enough for servicing, and then coiled, arranged, and placed under the center housing unit (Fig. 7).

All in all, the N scale Arnold Crocodile makes a fun, unique locomotive pulling several European freight wagons (cars) on our layout. Additionally, it is a great conversation opportunity to the viewing public audience.

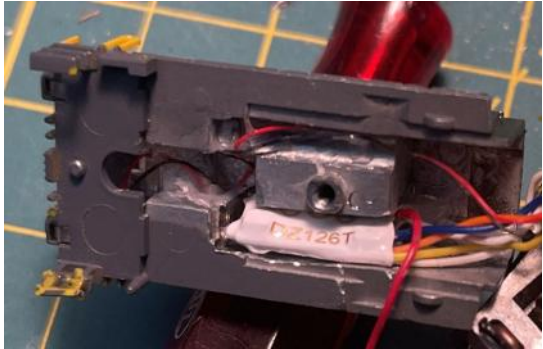


Fig. 5. Metal end-piece of locomotive with milled-out space for DZ-126T decoder.



Fig. 6. Metal end-piece with nano LED glued in for head light and tail light.

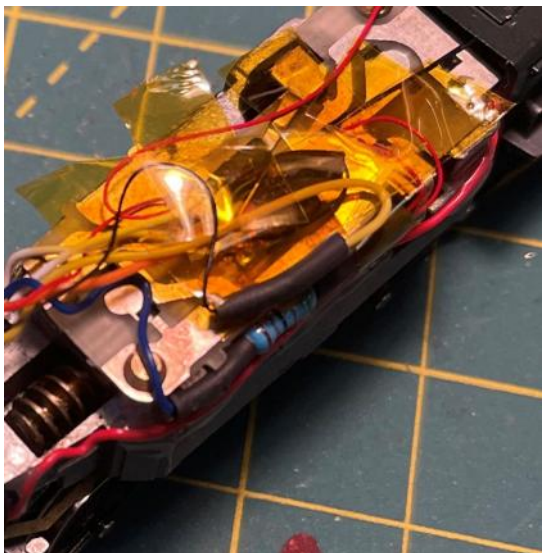


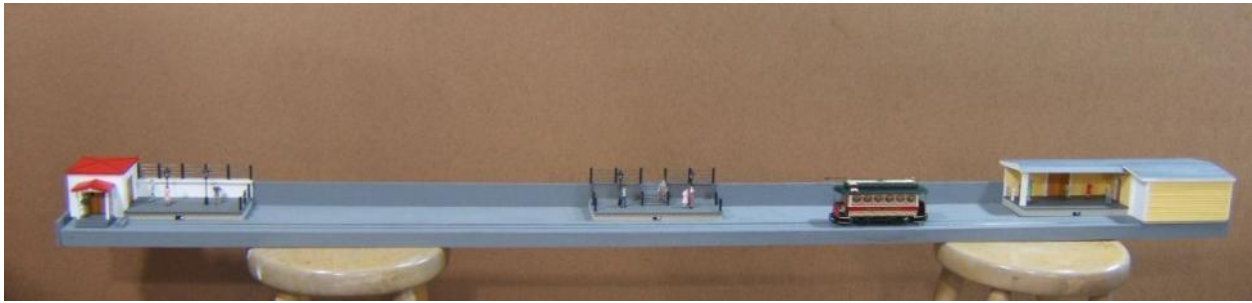
Fig. 7. Center section of locomotive with wiring coiled and taped down.

Building an Arduino-Controlled Trolley

Article and photos (except where noted) by Brian Orysen, 1st Division

My trolley system was designed to be placed on our fireplace mantel at Christmas time in place of a train around the tree. There were multiple reasons to build my own trolley system controlled by an [Arduino](#):

1. Programmability of the trolley to stop at stations for different lengths of time, where bump-and-go trolleys do not and are limited to two stops only.
2. Certain trolley sets that can be purchased require a specific track and are limited to the number of stops.
3. Ability to program activation of lighting at the stations.
4. Mid-station stops can be programmed to randomly stop.



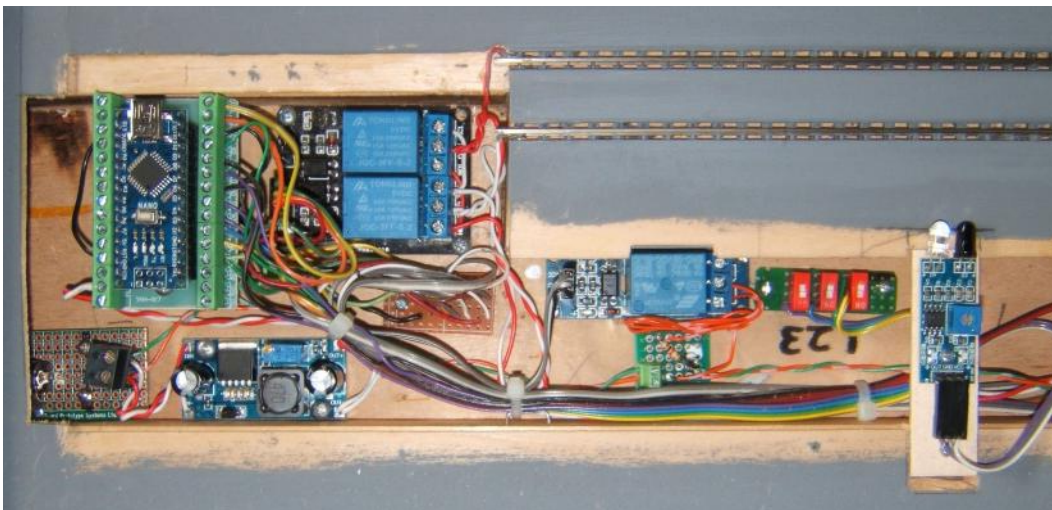
I model in HO scale, but the trolley was built in On30 scale because I wanted a larger visual appearance on the mantel plus I was able to use HO track that I had available.

The first trolley system I built was only a two-stop design with limit switches at the station stops. The current design uses photo sensors for stop control that enable the ease of multiple stops to be added. By using photo sensors, there is no contact stop control.

The current design was built with track embedded in the base and all wiring and components placed in the base under the structures that I built to fit the trolley base. The components used are listed below:

1. Power supply for the trolley is a 12VDC 1A wall wart from an old internet router.
2. Adjustable step-down power supply to have the capability of speed control of the trolley.
3. Arduino Nano with a plug-in printed circuit board with terminal connections for it.
4. Dip switches for station stop time.
5. A dual relay for the trolley's directional control.
6. Single relays for the lighting control at the stations.
7. Lamp posts and LED strip lighting for the structures.

The trolley system is also programmed to monitor start-up location, travel time allotted, and station stop sensors. If any of these fail, track power is shut off and the Arduino flashes a countable code for troubleshooting.





Prototype Modeling—Goofing Around

Article and Photos (except where noted) by Ryan Bates, 5th Division

Editor's Note: A few days after attending the Prototype Models clinic that Bob Parrish and I presented at the Pasco convention, Ryan Bates submitted these photos along with the following note.

I very much enjoyed the class on Prototype Modeling from you and Bob at the convention, and more recently Bob's article in the last *Switchlist* (May 2025).

In truth, I knew next to nothing about the [AP] Merit requirements for the category. I just chalked it up to “rivet counting,” which, while I can appreciate other's work at that level of detail, it is not an endeavor that interests me.

Turns out that I was wrong. It further turns out that I've always been on the outer orbit of Prototype Modeling by just goofing around to “capture moments in miniature” of times, places, and/or people that I cared about when I was bored and wanted something fun to do on my old layout.

Now that I've seen the requirements for an actual evaluation, I'll consider this all practice and now know what requirements and level of detail to focus on when I incorporate this stuff into my next build.

Good Class! Thanks for the motivation.



McCloud Railway (MCR) Shop Crew. Travis Berryman photo



McCloud River (MRR) Engine Crew.



MCR #39 with the 1993 Summer Tie Boys.



MRR Boys of Summer.



MCR Track Gang at Moosehead Creek.



MRR Track Gang doing bridge maintenance.



MCR Shop Crew — Papa Retired. Travis Berryman photo



MRR McCloud Shop — Al and the Crew.

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 **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. Remember, you need to be logged into our site as a member to see the codes! Go to nmra.org/user/register to register your name on the website.

18ten designs	ITLA Scale Models	R. Duck Woodkits, LLC and R. Duck Locomotive Works
Bespoke Rail	K.I.S.S. Method Inc	RailroadKits & Microlumina
CatzPaw Innovations	Klawndyke	Ram Track
CB Train Junction	LaBelle Woodworking Co.	RR-CirKits, Inc
Clever Models LLC	LARC Products	Scale Model Plans
CMR Products LLC	Leavin' A Mark Engraving	Scale Railroad Models
Coastmans Scenic Products	Lineside Details	Scenery Solutions
Composite Designs, Inc	Logic Rail Technologies	Showcase Miniatures
Conowingo Models	MAC Rail	T-TRAK by Denniston
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Dark Sky Modules LLC	Micro-Mark	The Model Railroad Benchwork Store
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Deluxe Materials	Miniprints	Third & Townsend Models
Diorama Hobbies	Mississippi Agriculture & Forestry Museum	Tichy Train Group
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East Coast Circuits	Modelers Decals & Paint	Train Installations, LLC
East Plaines Weathering Co.	Motrak Models	Train Show, Inc
Enterprise & National Car Rentals	MRC (Model Rectifier Corporation)	Trainmasters TV / Model Railroad Hobbyist Store
Evan Designs	MrTrain.com	Trainz
EZTronic	Mudd Creek Models	TSG Multimedia
Feight Studios	New Creations Victorian Railroad Buildings	UGEARS
Fusion Scale Graphics	Nick and Nora Designs	USA Airbrush Supply / Badger Airbrush
Gatorfoam	Northlandz	Wallace Locomotive Works
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Great Decals!	Old Depot Gallery	WiFi Model Railroad LLC (AKA LocoFi)
Green Frog Productions	Old West Scenery	Yelton Models
Highways and Byways Model Railroad Graphics	Precision Model Railroad	
Hot Wire Foam Factory	R & J Details	
Ipswich Hobbies		

NMRA Video Library



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

Just log into www.nmra.org as a member, click on "Member / Member Home" and click on the big red box that says "Watch Clinic Videos" next to the photo. It's that easy!

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, MMR, PNR President

What a terrific summer for model railroading it has been so far! I hope you have been able to enjoy some “outdoor” time as well. In the coming weeks, you will be hearing more about NMRA’s rebranding efforts coinciding with our 90th Anniversary the first weekend in September. I anticipate this will be an enormous help to us in growing the ranks of NMRA membership among our fellow scale model railroaders.

A hardy round of applause to 5th Division and convention chair Bill Fassett for their excellent work in delivering a wonderful PNR convention in Pasco, Washington, in May! Those who attended the convention left feeling really good about their participation! Even the hotel was a good choice!

All things considered, I don’t think the convention could have gone better! In addition to the smooth registration process, each of the scheduled events went off without a hitch. The clinics and layout tours were first rate. The Tri-Cities Model Railroaders Club layout operating sessions were well run and well attended and The Celebration of Models and AP Evaluation room was full and well run. The raffle prizes were very nice. The non-rails activities were fun and appreciated by the participants. Our new approach to scheduling the convention around a weekend to allow for more participation by members who have difficulty arranging for time away from work and family was well received by those who attended.

I am already excited about the preparations for next year’s convention in the Portland, Oregon, area hosted by 2nd Division and chaired by Dave Holden. His team is well on their way to building on the success and momentum of this year’s convention.

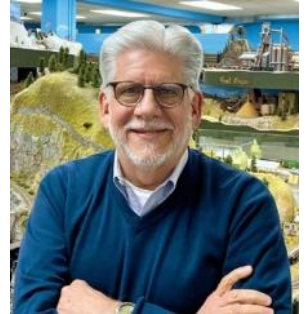
You may also have heard that the 2027 NMRA National Convention has been awarded to a team from our 4th Division and will be held in Tacoma. Please see the announcement article elsewhere in this edition of *The Switchlist*. Co-Chairs Robin Peel and Magnus Christerson have already begun assembling a terrific leadership team to make the convention serve as the model for how NMRA conventions are conducted in the future. Suffice it to say, to put on a successful convention of this magnitude will require lots of us from PNR to pitch in and help. Help will be needed in many different forms from simple acts of promoting the event to modeling friends to more involvement of support in advance of the convention and on-site during it.

Warmest congratulations to Bill Fassett of 5th Division who was recently awarded the 2025 President’s Award for Service to the Region and congratulations also go to Burt Cripe of 4th Division who has been recognized with the 2025 NMRA President’s Award for Service to the Division. Please see their respective write-ups in this edition of *The Switchlist*.

I have mentioned to you before that PNR is taking action to make Modeling With The Masters® available to more NMRA members in our region and at a lower cost than what is typically available at national or regional conventions. My sincere thanks to Jack Hamilton, MMR, HLM, for spearheading this effort. On March 1st, we held our first event to certify MMRs as MWTM® instructors in Pasco, Washington, and were able to “certify” 10 individuals. On November 1st we will be holding another MWTM event in Tacoma, Washington, (see related article) and anticipate holding additional MWTM sessions in western Canada in 2026. I am grateful for the MMRs who have stepped forward so far to join us in this effort. If you are an MMR and would like to help make MWTM® available in your division, please let us know.

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.



From the Fireman's Side of the Cab

Bob Stafford, Vice President

PNR Membership Growth Progress Report — Mid-Year Status (end of June)

Overall, membership is minus 21 members based on the Dec 31, 2024 base membership of 1392. The table below shows the breakdown by division.

We have an aging membership. As members pass away or are no longer able to become physically engaged with model railroading, such as by moving to a retirement home, these memberships are lost. The younger generation appears to lack a desire to become members until later in life, when they understand the value of fellowship. In this stage of their development, they seem to feel that various forms of social media will meet their needs without direct interaction with others. I am open to any suggestions that others have to encourage younger modelers to become members.



Division	Base Membership (end of 2024)	2025 End-of-Year Goals (Additional Members)	Mid-Year Membership (end of June)	Gain/Loss (mid-year)
1	70	+5	74	+4
2	111	0	109	-2
3	78	+4	89	+11
4	430	+5	424	-6
5	193	+6	192	-1
6	244	0	229	-15
7	266	+5	254	-12
Total	1392	+25	1371	-21

Treasurer's Report

Rick Martin, MMR, Treasurer

Greetings fellow Region members.

I trust that all are finding ways to adapt to weather changes. Here in North Idaho our temps are trying to be normal, but we have had our hot days and we have had lower temp days. Some say "Climate Change."

One item I want to mention again is regarding our funds. Many of you know that we have two Certificates of Deposit. One is for \$4,000 and the other is for \$10,000. Both are due for renewal toward the end of this year. Of course, this will require board approval to keep both, or not renew one and put those funds in our Money Market account.

The reason I bring up the CDs is that the Region does not generate income. Our annual budgets typically show a negative balance at the end of the year. Included on the next two pages is an updated budget spreadsheet. It is current as of the most recent input and account reports from our financial institutions as well as our board and chair members who need to spend as part of their position.

One of the challenges managing funds in our organization is the unknown. In the three years I have been doing this task, there have been a couple of new budget expenses. The most recent one this year is the *Modeling with the Masters* instructor training session held earlier this year along with a fall session later. The reason I mention this is to make all aware of why the PNR has deficit spending for its budget year. How do you fix this is a question. If any members have suggestions, they should send them to me at the email below, or to any officer. This is definitely a board discussion item.

Having said the above, if any have questions, I would be more than happy to answer. Send me an email at rick.martin5727@gmail.com.



Editor's Note: Readers may need to zoom in to read the financial spreadsheets on the next two pages.

		TOTAL													
		FY Budget	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN - DEC
Ref. No.	INCOME														
Inc 1.	CONVENTION														
Inc 1.1	Convention Head tax	\$1,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$924.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$924.00
Inc 1.2	Seed Reimbursement	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000.00
Inc 1.3	Model With the Masters - Fees	\$1,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$133.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$133.00
	TOTAL CONVENTION INCOME	\$3,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,057.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,057.00
Inc 2.	INVESTMENT INCOME														
Inc 2.1	Dividends	\$400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Inc 2.2	Interest	\$600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL INVESTMENT INCOME	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Inc 3.	NMRA Dues Allotment	\$1,700.00	\$0.00	\$0.00	\$819.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$819.00
	TOTAL INCOME	\$6,400.00	\$0.00	\$0.00	\$819.00	\$0.00	\$0.00	\$3,057.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,876.00

		EXPENSE													
Exp 1.	AWARDS														
Exp 1.1	President's Award	\$150.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL AWARDS	\$150.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 2.	COMMITTEE & PROGRAM														
Exp 2.1	Achievement Program	\$750.00	\$0.00	\$0.00	\$0.00	\$664.15	\$0.00	\$0.00	\$196.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$860.88
Exp 2.2	Education Program	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 2.3	Webmaster	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 2.4	Model With the Masters - Mat'ls	\$1,000.00	\$0.00	\$0.00	\$934.84	\$0.00	\$804.68	\$108.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,848.29
Exp 2.5	MWTM-Room/Per Diem-Convention	\$1,000.00	\$0.00	\$0.00	\$341.85	\$0.00	\$999.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,341.21
Exo. 2.6	MWTM-Training/Certification	\$3,250.00	\$0.00	\$0.00	\$416.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$416.99
Exp. 2.7	Election	\$400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL COMMITTEE & PROGRAM	\$6,400.00	\$0.00	\$0.00	\$1,693.68	\$664.15	\$1,804.04	\$108.77	\$196.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,467.37
Exp 3.1	CONVENTION														
Exp 3.1	Seed Money	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL CONVENTION	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 4.	DIVISION														
Exp 4.1	Dues Allocation	\$1,700.00	\$0.00	\$0.00	\$819.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$819.00
Exp 4.2	Support	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL DIVISION	\$1,700.00	\$0.00	\$0.00	\$819.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$819.00
Exp 5.	FINANCIAL INSTITUTION														
Exp 5.1	Bank Fees	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 5.2	Investment Fees	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL FINANCIAL INSTITUTION	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 6.	OFFICE														
Exp 6.01	Internal Revenue Service	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 6.1	Licenses & Registration	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 6.2	Postage & Shipping	\$150.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39.39	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39.39
Exp 6.3	Zoom Fee	\$150.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 6.4	Liability Insurance	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL OFFICE	\$1,300.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39.39	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39.39
Exp 7.	OFFICERS														
Exp 7.1	President	\$400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 7.2	Vice President	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 7.3	Secretary	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 7.4	Treasurer	\$50.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exp 7.5	Office Manager	\$100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL OFFICERS	\$550.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL EXPENSE	\$11,100.00	\$0.00	\$0.00	\$2,512.68	\$664.15	\$1,804.04	\$148.16	\$196.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,325.76
	NET INCOME/EXPENSE	-\$4,700.00	\$0.00	\$0.00	-\$1,693.68	-\$664.15	-\$1,804.04	\$2,908.84	-\$196.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-\$1,449.76

BANKING			JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Bnk 1.	Envision Canada													
Bnk 1.1	Chequing	n/a	\$3,218.00	\$3,218.00	\$3,218.00	\$2,737.00	\$2,617.00							
Bnk 1.2	Savings, Shares	n/a	\$46.00	\$46.00	\$46.00	\$46.00	\$46.00							
Bnk 1.3	Term Deposits	n/a	\$12,000.00	\$12,000.00	\$12,000.00	\$12,000.00	\$12,000.00							
	TOTAL	n/a	\$15,264.00	\$15,264.00	\$15,264.00	\$14,783.00	\$14,663.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bnk 2.	Fidelity Investments													
Bnk 2.1	Money Market	at 4%	\$3,445.00	n/a	\$5,311.00	\$3,210.00	\$3,384.00	\$4,600.00						
Bnk 2.2	Term CD-2 year -Bank of America	Exp. 11/25	\$4,027.00	n/a	\$4,024.00	\$4,022.00	\$4,016.00	\$4,013.00						
Bnk 2.3	Term CD- 3 year -Ally Bank	Exp. 12/25	\$10,042.00	n/a	\$10,036.00	\$10,032.00	\$10,017.00	\$10,012.00						
	TOTAL		\$17,514.00	\$0.00	\$19,371.00	\$17,264.00	\$17,417.00	\$18,625.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

All bank balances are month ending

updated 07-21-25

March Fidelity report is for FEB thru MAR 2025

Office Manager's Report

James Keena, Office Manager

This report to the members of the Pacific Northwest Region, NMRA, covers the months of July 2024 through July 2025. As you can see in Table 1, the Pacific Northwest Region, which consists of seven (7) divisions, currently has a total of 1,368 members, of which 15 are Rail Pass members. Over this same time period, unfortunately, we had a loss of 17 members due to death. These members are listed in the *In Memorium* section of the newsletter.

Table 2 shows that we brought in 121 new members over this same period, of which 22 are Rail Pass members. Please take any opportunity you can to welcome 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-24		Aug-24		Sep-24		Oct-24		Nov-24		Dec-24		Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		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	81	2	81	1	79	2	75	2	76	2	72	2	76	2	75	2	72	1	72	1	72	1	74	1	74	1	-7
2	109	0	111	0	106	0	104	0	108	0	110	0	108	0	110	1	112	1	116	1	110	1	109	1	109	1	0
3	75	4	75	4	79	3	82	3	81	2	78	2	80	2	79	1	79	1	79	2	91	2	90	2	89	2	14
4	449	4	448	6	448	5	447	4	434	3	433	4	432	4	429	4	432	4	427	5	427	4	426	2	426	3	-23
5	198	2	200	3	197	2	198	3	197	4	197	4	196	3	195	3	198	3	208	6	207	7	199	7	192	7	-6
6	252	1	266	1	241	1	242	0	245	0	243	0	240	0	241	0	241	0	234	0	231	1	228	1	227	1	-25
7	260	5	273	3	275	1	269	2	267	0	265	0	250	0	261	0	250	0	258	0	221	0	252	0	251	0	-9
Tot	1424	18	1454	18	1425	14	1417	14	1408	11	1398	12	1382	11	1390	11	1384	10	1394	15	1359	16	1378	14	1368	15	-56

Table 2. New members showing Rail Pass portion by Division

Div	Jul-24		Aug-24		Sep-24		Oct-24		Nov-24		Dec-24		Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		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	1	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	2	0	0	0	7	2
2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	1	1	0	3	0	0	0	0	0	0	0	9	1
3	0	0	2	1	1	0	1	1	0	0	0	0	1	0	1	0	1	1	1	0	11	0	0	0	1	1	20	4
4	3	1	3	1	7	1	1	0	1	0	2	1	5	1	3	0	6	2	1	0	3	0	2	0	2	1	39	8
5	0	0	2	0	1	0	1	0	1	1	3	1	1	0	1	0	5	2	5	1	0	0	0	0	1	0	21	5
6	3	0	1	1	0	0	1	0	3	0	1	0	1	0	3	0	2	0	1	0	2	1	0	0	1	0	19	2
7	0	0	0	0	0	0	1	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	6	0
Tot	7	2	9	3	9	1	5	1	10	1	6	2	9	2	12	1	17	5	11	1	17	1	4	0	5	2	121	22

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

Div	Jul-24 Mem RP	Aug-24 Mem RP	Sep-24 Mem RP	Oct-24 Mem RP	Nov-24 Mem RP	Dec-24 Mem RP	Jan-25 Mem RP	Feb-25 Mem RP	Mar-25 Mem RP	Apr-25 Mem RP	May-25 Mem RP	Jun-25 Mem RP	Jul-25 Mem RP
1	1 0	0 0	2 0	5 0	1 0	6 0	1 0	0 0	2 0	1 0	3 0	1 0	2 0
2	0 0	0 0	3 0	4 0	1 0	0 0	2 0	1 0	1 0	0 0	4 0	0 0	0 0
3	1 1	2 1	1 1	0 0	1 0	3 0	1 0	2 0	3 0	1 0	1 0	2 0	1 0
4	5 1	7 0	9 0	4 0	14 0	3 0	10 0	8 0	12 0	4 0	7 1	4 1	5 0
5	7 0	0 0	2 0	2 0	4 0	4 1	5 0	3 0	3 0	1 0	2 0	9 0	7 0
6	8 0	0 0	11 0	1 0	0 0	4 0	4 0	2 0	5 0	7 0	5 0	5 0	2 0
7	1 0	7 1	0 0	7 0	5 2	2 0	14 0	5 0	5 0	3 0	9 0	2 0	1 0
Tot	23 2	16 2	28 1	23 0	26 2	22 1	37 0	21 0	31 0	17 0	31 1	23 1	18 0

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

Div	Jul-24 Mem RP	Aug-24 Mem RP	Sep-24 Mem RP	Oct-24 Mem RP	Nov-24 Mem RP	Dec-24 Mem RP	Jan-25 Mem RP	Feb-25 Mem RP	Mar-25 Mem RP	Apr-25 Mem RP	May-25 Mem RP	Jun-25 Mem RP	Jul-25 Mem RP
1	3 1	1 0	0 0	0 0	4 0	1 0	5 0	0 0	0 0	2 0	0 0	2 0	1 0
2	1 1	0 0	0 0	3 0	2 0	0 0	0 0	2 0	1 0	1 0	0 0	5 0	0 0
3	1 1	2 1	1 1	1 1	0 0	1 0	2 0	1 0	1 0	2 0	1 0	0 0	1 0
4	2 0	5 1	6 0	8 0	3 0	13 0	3 0	8 0	5 0	12 0	3 0	6 0	2 1
5	0 0	8 0	0 0	1 0	2 0	3 0	4 1	5 0	2 0	2 0	0 0	2 0	8 0
6	4 0	8 0	0 0	9 0	1 0	0 0	2 0	4 0	2 0	5 0	6 0	6 0	5 0
7	1 0	1 0	7 1	0 0	7 0	5 2	2 0	2 0	4 0	5 0	2 0	5 0	2 0
Tot	12 3	25 2	14 2	22 1	19 0	23 2	18 1	22 0	15 0	29 0	12 0	26 0	19 1

Achievement Program Report

Bill Fassett, MMR, AP Manager

AP Evaluations at the PNR Convention

We continued the practice at the 2025 Convention of setting aside individual appointment times—on Friday and Saturday—for modelers seeking evaluations for merit awards. In addition, the AP team assessed models on Free-mo and Free-moN modules at the convention. A total of 17 merit awards were earned at the convention; the recipients are included in the listing below. I want to thank Bob Parrish, MMR, Division 3 AP Manager, for overseeing these appointments and recruiting fellow evaluators.

Merit Awards at National Convention

PNR Member Randy Schissler, of Division 5, entered the National Model Contest in Novi, Michigan, in July and received a Merit Award for his model of a Boston & Maine station at Zoar, Massachusetts. Randy placed 2nd in the Scratch-built Structures category.

New Statement of Qualifications (SOQ) Forms on the NMRA Website

This spring, the SOQ forms on the NMRA website were all revised, as well as a couple of evaluation forms. Revised forms are identified as January or February 2025, and all are available as fillable .pdf forms. Please download the new forms as you submit documentation for AP certificates. All the current forms are available at www.nmra.org/forms.

Among the changes is the inclusion of a check box in the Member's Signature section to indicate if the certificate is the modeler's first award. National reports in the *NMRA Magazine* will identify first-time award recipients with an asterisk (*).

Significant revisions were made to the SOQ for Model Railroad Author, including a revised Record and Validation Form to recognize informal publications, such as blogs or YouTube channels.

The Golden Spike Award application form has been revised to collect the same information about the modeler as for other SOQs. Please download the new form if you are witnessing another member's attainment of a Golden Spike and help that member complete the form.

Division 4 AP Manager

Jack Hamilton, MMR, HLM, is now serving as the Achievement Program Manager for Division 4. Thanks for stepping up to the plate once again, Jack!

Awards Earned Since the Last *Switchlist*. [division numbers in brackets]

Golden Spike Award – The following members have been awarded a Golden Spike certificate:

Ryan Bates [4]
Colin Dover [7]
Steve Hauff [4]
Jim Landers [4]
Aaron Lindstrom [4]
Nelson Renz [6]

Merit Awards – The following members have earned Merit Awards:

Malcolm Anderson [6] – Cars, Scenery
Michael Andresen [5] – Cars (3)
Mike Barone [7] – Motive Power
Ryan Bates [4] – Scenery, Structures
Mike Bennette [5] – Structures (3)
John Bilahorka [5] – Scenery
John Christner [5] – Structures
Bert Cripe [4] – Cars (2)
René Gourley [7] – Cars (3); Structures
Doug Johnson [6] – Scenery
Russell Kerr [4] – Cars (3)
Robert Kirkham [7] – Structures (2)
James Miller [5] – Structures
Mike Murphy [5] – Scenery; Structures (5)
Brian Orysen [1] – Structures (4)
Greg Price [4] – Civil (3)
Randy Schissler [5] – Structures
Gary Raabe [5] – Cars, Motive Power
Dennis Terpstra [4] – Structures

Achievement Program Certificates – The following member have earned AP Certificates:

Malcolm Anderson [6]—Master Builder – Scenery
Rob Badmington [6]—Association Volunteer
Mike Bennette [5]—Master Builder – Structures
John Bilahorka [5]—Master Builder – Scenery
Bert Cripe [4]—Master Builder – Cars
Trevor Dring [6]—Model Railroad Engineer – Civil; Model Railroad Engineer – Electrical
John Green [7]—Association Volunteer
Doug Hicks [7]—Model Railroad Engineer – Civil
Doug Johnson [6]—Master Builder – Scenery
James Keena [3]—Master Builder – Cars
Russell Kerr [4]—Master Builder – Cars
Robert Kirkham [7]—Association Volunteer
Jim Landers [4]—Model Railroad Author; Model Railroad Engineer – Electrical; Master Builder – Scenery; Master Builder – Structures
James Miller [5]—Model Railroad Engineer – Electrical
Mike Murphy [5]—Master Builder – Scenery
Bruce Oberleitner [3]—Association Volunteer
Greg Price [4]—Model Railroad Engineer – Civil; Chief Dispatcher; Association Volunteer
Alex Sheppard [4]—Association Volunteer
Dennis Terpstra [4]—Association Volunteer
Alex Zungia [4]—Association Volunteer

THE PNR AP TEAM CONGRATULATES THESE MODELERS!

Division Reports

1st Division

Charlie Hutto, Superintendent

First Division hopes to hold a mini-meet later this fall, as we have all been busy with the usual summer activities the last few weeks. If any First Division members are interested in hosting, please reach out to Charlie Hutto at 1divsuper@pnr.nmra.org.

2nd Division

Jeff Shultz, Superintendent

Second Division has been quiet this summer. Some members got together for breakfast at a local restaurant in Wilsonville on July 19th and went over to the Shady Dell Pacific, a 7-1/4" gauge railroad owned by the Pacific Northwest Live Steamers, which was celebrating their 71st Founder's Day, honoring Harry Harvey, the founder of the club.

September will start things up again with a meet at the Wilsonville Library on September 20th from 1:30 p.m. to 5:30 p.m., with dinner at the Black Bear Diner following. With the 2025 convention season now largely complete, we're focusing on the 2026 PNR Convention, Oregon Rails 2026 (<https://oregonrails2026.com>) in Tigard, Oregon, on May 13-16, 2026.

3rd Division

Shelley Shelstad, Superintendent

To paraphrase an old classic, at the 3rd Division, it has been the best of times, it has been the worst of times.

Bad news first. In late May, we lost Ron Plies, MMR #409 (Mr. Clean). Several years ago, Ron moved to the 3rd Division from Northern California, where he was a member of the Eel River Valley Model Railroaders Club and past president of the Pacific Coast Region of the NMRA. Ron's Port Costa layout was featured in *Model Railroad Craftsman* in July and August of 2000, including the cover of the August issue. Ron was always a pleasure to be around; he was always ready to share stories, especially if those stories were about railroading and that railroad was the Southern Pacific. He will be missed!

On a much happier note, The Northside Model Railroad Association, located in south-central Idaho, has become a 100% NMRA club. This has brought about a dozen new members to the 3rd Division. The club has a large, operational, HO layout that is located outside Jerome near exit 117 from I-84. We are very pleased to welcome them to the NMRA and look forward to future activities with them.

4th Division

Mike Stepner, Superintendent

Not too much going on at the moment being summer time.

My wife and I attended the Pasco convention, Ainsworth Connector. My first convention that I attended outside Tacoma. Had a good time. I don't know the numbers, but it seemed well attended.

This year is the NMRA's 90th anniversary. We have some funds available from the PNR to put on some kind of celebration, train meet thing. Any ideas are welcome. Contact me or any of the 4D Board members.

Spring Meet was fun. First one I attended entirely; third one I've participated in at some capacity.

WOOPS, Western Oregon Ops: Although not an NMRA function, many 4D folks attended. Had a great time, fantastic RRs in Oregon. I highly recommend. If you're not on the list, get on the list. It's every other year, so next one will be in 2027.



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-wq0pHqoke3px4F66g>

I was not able to attend NOVI but from what I've seen, looked like a great time and very well attended and some 4D members did go.

4D is now working on our 2027 National convention. We have our committees together and are moving forward. Ideas, contacts for prototype activities are welcome.

Personally, I've been working a little here and there on my Harvey Gulch Copper Co RR and lots of railfanning.

In August, my wife and I will be going to the Cumbres and Toltec Scenic RR. This trip has been 26 years in the making. I think that's it for now.

Thanks to my Board and Division volunteers for all their hard work and effort. You people are what makes this the best Division.

Hope y'all are having a great Summer.

5th Division

Bill Voogd, Superintendent

Greetings from Bill Voogd and the 5th Division. We are in the heat of mid-Summer and I'm sure that warm weather outdoor activities have taken priority for many of us. But cooler weather, the start of school, and indoor hobbies will be back before we know it.

The highlight since the last report was the 2025 PNR Convention held May 9-11 at the Red Lion in Pasco. It was an outstanding event with great clinics, contests, prototype tours, and some great local model railroads to tour. Both HO and N Free-mo layouts were set up and the convention attendees and other hotel visitors greatly appreciated seeing trains running. Additionally, the Tri-City club set up a couple of great operating sessions on their extensive club layout. And a very special thanks to the many members of the Tri-City and River City clubs who did a great job of filling the required volunteer positions and setting up the clinics and layout tours.

It was very special to see Lee Chessman awarded his MMR certificate. And Bill Fassett received the PNR President's Award, richly deserved for his tireless work in setting up the convention and the outstanding AP program he has built for the PNR.

That's all for now. I look forward to seeing many of you at future 5th Division clinics and events.

6th Division

Ed Molenkamp, Superintendent

No report available this quarter.

7th Division

Victor Gilbert, Superintendent

The summer doldrums are among us. Here in British Columbia, like many other areas, modeling has taken a back seat to outdoor activities.

The Moscrop Secondary School (High School for our American friends) has for the last few years had an Arts class that focused on Model Railway, and has created a Model Railway club that meets one day a week after school hours. The club participated in the Vancouver Train Expo shows in 2023 and 2024. The class was one block and had about 30 students. The



4th Division Online Resources Open to All

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

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

teacher and driving force behind this class is Aidan Botting, a member of the 7th Division since 2024. Aidan presented a clinic on making reflective signs at the Surrey Express Convention in 2024 and many of his students participated in the Tabletop session as well, showing off 3D printing, scale fence making and how to make figures. Below is a summary of the class.

Model Railway Building and Design

This is a specialized Honours-level course that is currently categorized under the umbrella of Art Studio 3D. Students in this course are required to learn about and demonstrate a modicum of applied skills and should, therefore, be self-motivated, passionate about the subject, and desire being challenged. Such skills include architecture, electronics, landscaping, structural engineering, painting, and sculpture to name only a few. However, the central theme is the laying and wiring of track as well as programming and operating prototypical scale models of locomotives. Model railway equipment is expensive. Therefore, the passing of a small exam is required as a sort of contract between the teacher and student to be allowed to operate. The Model Railway Building and Design course has helped a few students get into postsecondary programs like Architecture and Environmental Sustainability. As there are many aspects involved with building and operating a model railway layout, to be successful in the program, students must be passionate about the subject and come to class prepared to work hard and focus on what is being taught every single day. They must also be prepared to collaborate and share what they learn with others (reciprocal learning). Whatever the project, the goal must be to make representations that are to scale and demonstrate accuracy with a high level of realism as reflected in the real world.

For the 2025-2026 school year, the class has been expanded to two blocks and will have about 60 students. After Vancouver Train Expo events and visiting a Free-mo event in our area, Aidan has decided this year to have the students work in pairs on a 24" x 16" module built to a Moscrop standard like other module standards. The 7th Division has made a small financial contribution to assist in building the carcasses for the modules and will be supporting Aidan, the club, and Moscrop school going forward.

The next train show in the Division will be the Annual Victoria Model Railway Show, September 21, 2025. After that will be the Chilliwack Train and Hobby Show, October 18 and 19, 2025. As mentioned in April, the Lower Mainland Train Expo Society (LMTES), the legal entity that underlies the Vancouver Train Expo (VTEEx) every year, is having trouble finding president and show coordinator. To this end, the VTEEx show will not happen in 2025. Unless a society president and show coordinator emerge, it is unlikely the show will return.

There is a rumor about a new show in the November time frame. However, there has not been any official announcement.

The Division continues to embrace membership challenges and is working to retain its current members.

As always, I want to thank the 7th Division members who continue to deliver an exceptional experience to the Model Railroad community, virtual or in person.



The *NMRA Turntable* makes the Internet a little smaller.

If you're spending hours doing Internet video searches, you're wasting valuable modeling time! The *NMRA Turntable* brings the best of the best model railroading videos to your email box every month. It's one more benefit of NMRA membership!

If you're not receiving it, contact NMRA HQ and make sure they have your current email address.

PNR Interchange

The **PNR Interchange** is a free service for PNR members wishing to buy, sell, donate, or exchange model or prototype railroad related items. Commercial enterprise transactions and advertisements are not allowed except as provided for hobby stores below. Members may also use this service to request or solicit hobby or railroad related information, research results, and other resources or materials from other members. Members' classified ads and notices are restricted to text format only (no graphics) and length should be no longer than 120 words. Sequential ads of the same nature or having the same or nearly same content are not permitted. The suitability of submitted classified ads for publication is determined at the sole discretion of the Switchlist Editor. Email your submission along with your NMRA membership number to the Editor at switchlist@pnr-nmra.org. Hobby stores that support model railroading may include an advertisement in PNR Switchlist. The ad is limited in size to a business card size and should be provided in ready to copy and print format as determined by the Switchlist Editor. Advertisements for hobby stores that provide a discount for NMRA members shall be so identified with the advertisement. Hobby store ads may be run sequentially issue to issue.

FOR SALE: 2001 PNR Okanagan Convention cars. (HO Scale-National Steel 40' Box Car w/ 8' door, NSC-3 ends, NSC roof & roofwalk). One car for each of the CN & CP Railways by Trains Canada. Never run. \$15 EACH or \$25 for the pair. Shipping NOT included. For further info or pics, email: mdadams006@aol.com

08/25

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For Sale — Portable Trolley Railroad

Free standing point-to-point complete HO railroad with structures and two Bowser Trolleys. Layout was built by Bob Parrish, MMR, and the late Bruce McCosh of the 3rd Division. Operates on 0-12v. DC from the overhead wires. Self-reversing single point street turnouts for continuous operation. Fully landscaped. Adapted from a 1954 article in *Model Railroader* magazine. Freestanding on folding legs and has shipping rack for transportation in a pickup or mini-van. Two sections, 24 x 30 inches each, which assemble to approximately 4 x 5 feet. Does not include power pack or vehicles. Will take best offer. Questions? Contact Bob Parrish, MMR, PNR 3rd Division: bobparrish770@gmail.com



Timetable

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

Also, if you want to add your events or activities to the NMRA.org Calendar, please send the event information via email to calendar@nmra.org

2025

September 13–14, Edmonton, AB

Greater Edmonton Model Train Show. **New location:** To be held at the Edmonton EXPO Centre. Activities for the whole family including the LEGO Activity Centre, operating layouts, How-to clinics & demonstrations, static displays, and dealer booths. More information to come: <https://www.mmrf.ab.ca/>.

September 13-14, 2025, Calgary, AB

Railway Days at Heritage Park. Check [Railway Days | Heritage Park](#) for more info.

September 21, 2025, Sidney, BC

33rd Annual Model Railway Show 2025, Sunday, September 21 10:00 a.m. – 4:00 p.m. Operating model railway, commercial and individual sales & displays. [Victoria Model Railway Show 2025](#).

September 27, 2025 (Sat), Battle Ground, WA

Southwest Washington Model Railroaders Swap Meet. Battle Ground High School gym, 250 N. Parkway, Battle Ground, WA. 9:30-2:30: \$5.00. 9 a.m. beat the crowd: \$10.00. Table info: Larry Sprenkel, 360-619-8899

October 4-5, 2025, Lynden, WA

Lynden Lions Club 40th Anniversary Model Train and Toy Show. Northwest Washington Fairgrounds, 1775 Front St., Lynden, WA. Featuring over 50,000 square feet of model train layouts, exhibits, and vendors. Trains of all gauges for train enthusiasts of all ages. Visit the [Lynden Lions Train Show](#) website.

October 5 (Sun), 2025, Edmonton, AB

Edmonton Model Railroad Association's Annual Open House. 10 a.m. to 5 p.m. at Fort Edmonton Park, 7000 143 St NW, Edmonton, AB. (Enter EMRA into Google maps for easy directions). Building and operating one of the largest model railroads in Canada. Large selection of surplus equipment for sale. Visit the [Edmonton Model Railroad Association's](#) website.

October 5 (Sun), 2025, Calgary, AB

[CMRS](#) Fall Mini Meet and AGM - Glenmore Inn. Clinics, Show & Tell, plus a special presentation by Trevor Marshall, a noted author of many articles in Railroad Model Craftsman magazine.

October 11, 2025, Spokane, WA

[River City Modelers](#) Open House, 1130 E. Sprague Ave., 4 to 8 p.m. Visit the HO scale River City Western layout which is on two levels with over 19 scale miles of track in our 44 x 48' room.

October 12, 2025, Spokane Valley, WA

Spokane Train Show. Spokane County Fair & Expo Center, 404 N. Havana St. 9:30 a.m. to 3:30 p.m. Admission \$8 cash, 12 & under free. We have over 200 tables of all things railroad-related plus operating Free-mo layouts in HO and N. Also smaller Lego, O scale, N scale layouts and Operation Lifesaver will be there, too. The Wtrack wooden train will be set up for children to enjoy. A portion of our proceeds from each show is donated to a local children's charity. For more information, contact Shirley Sample, 509-991-2317 or via email shirleysample13@gmail.com.

October 18–19, Melville, SK

Melville Model Train Show, presented by the [Melville Model Railway Club](#). CN Community Centre, 10:00 a.m. till 4:30 p.m. both days. Cost: \$10.00 - adults, \$5.00 - youth 6-17, \$25.00 - family, free - under 6. For more info, email Ron at melvillemodelrailway-club@outlook.com

October 18-19, 2025, Lethbridge, AB

[Southern Alberta Model Railway Club](#) Fall Open House. 1420 10a Ave S, Lethbridge, AB. Admission is FREE, but donations are gratefully accepted.

October 25 (Sat), Edmonton, AB

[MMRF Fall Swap Meet](#). Central Lions Seniors Recreation Centre, 11113 - 113 Street, Edmonton, Alberta. 11 a.m. – 3 p.m. Free parking in rear. More information to come at <https://www.mmrf.ab.ca>

October 26 (Sun), Edmonton, AB

Northern Alberta Rail Modellers Meet. RPM-style event with clinics, model displays, and more. 18325 Stony Plain Rd (Wolfe GMC Buick), Edmonton, Alberta. 10 a.m. – 5 p.m. More information to come at <http://www.narmm.ca/>



November 22, 2025, Longview, WA

LK&R Holiday Model Train & Toy Swap Meet. Cowlitz County Event Center, Longview, WA. For more information, see the [Longview, Kelso & Rainier Model Railroad Club](#) events page.

December 6, 2025, Rickreall, OR

Willamette Valley Model Railroad Museum annual swap meet. Polk County Fairgrounds, Rickreall, OR. For more information, visit the [Willamette Valley Model Railroad Museum](#) webpages

2026

Feb 14-15 2026 (Sat-Sun), Saskatoon SK

The Annual All Aboard Model Train Show. We will be sending registration packets out in August and September. If you have never participated in the show before, send an email to allaboardtrainshow@gmail.com and we will send you an information/registration package.

April 25-26, Calgary, AB

[SUPERTRAIN](#). Canada's largest model train show. SUPERTRAIN features over 75,000 square feet of Operating Model Railroad Layouts, Displays, Lionel, Lego Trains, Thomas and Friends, Garden Railroads, Photo Exhibits, Vendors and more. Olympic Oval at the University of Calgary, 288 Collegiate Blvd NW.

May 13-16, Tigard, OR

2026 PNR convention [Oregon Rails 2026](#). Embassy Suites by Hilton, 9000 SW Washington Square Road, Tigard, OR 97223. Check the website regularly for updates.

July 27- August 2, 2026

2026 NMRA National Convention [2026 Scenic City Express](#)



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.



PNR Constant Contact Resubscribe

Any member who has elected to unsubscribe to the PNR Constant Contact direct email may resubscribe, but Constant Contact only allows this to be done once for each member.

Here are the instructions to resubscribe:

1. Send an email to your division superintendent with your name, NMRA #, email address, and a request to resubscribe.
2. Division superintendents will send this information to the PNR Office Manager who will then send the resubscribe Constant Contact request to the member.

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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

