



The Switchlist

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

May 2023

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Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH ENGINEMEN'S DAILY REGISTER

Yard 19

Left Round House at Hour Track	SHIFT WORKED		Arrived Round House at Hour Track	HOURS WORKED				Accumulated Miles	Explanation of Meal Period, Overtime, Delays, etc.
	Began Work	Quit Work		Meal Period	Straight Time	Over Time	Total		

Illinois Central Gulf

Switchlist

5, Friday, February 7, 1982 at: Reserve
5 AM Throttle : 0 Next Yard : St. Rose, LA
Maduro Origin : Reserve, LA
027 Destination: St. Rose, LA
701 Cabot: 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)
SWITCH LIST

At Station, 1-3-18
Train No. 350/p Engine No. 470/p Time 6/p M.
CAR Initials No. Contents Destination Consignee Tonnage
Williams Bros. 70 70 21
68820 70 70 21
68262 72 72 18
68758 72 72 16
55 55 17

PRAIRIE LINE EXPERIENCE

1873 - 2023

PNR CONVENTION 2023

TACOMA, WA



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The Switchlist

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

SUBSCRIPTIONS

The Switchlist is available free of charge online at the PNR website, pnr-nmra.org. 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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Title

By the time you read this edition of *The Switchlist*, I should be on my way to Tacoma for the PNR's 2023 convention, [Prairie Line Experience](#). I hope to see you there! My blurb will be short because I still need to pack.

If you are unable to attend, please see President Jeff's invitation on p.3 regarding the Annual General Membership meeting scheduled for May 12th. You can attend the meeting via Zoom.

And, also note Lori Sebelley's announcement that planning is well underway by the 7th Division for the 2024 convention, Surrey Excursion, to be held in Surrey, British Columbia.

The *In Memoriam* section (p.5) lists PNR members who have recently passed away. Our sincere condolences go out to the family and friends of all these members. The PNR's newest members are listed on p.6. Please be sure to welcome these folks. Your division superintendent can help facilitate communications and initial outreach with our new members.

This May edition has three feature articles, two of which are by our continually prolific author Bob Parrish, MMR. These include Part 2 of Bob's three-part story titled *Life with a Railroader—How My Dad Caused Me to be Like This*. Bob's second article describes how he planned and built the Trolley District on his Boise, Nampa & Owyhee Railroad.

Sandwiched between Bob's articles is another how-to article by one of our newest MMRs, Rick Martin. Rick describes how he constructed a caboose shed for his Sierra Cascade & Northern layout. Rick has been cranking out a number of articles recently and this is my queue to remind you that we are always looking for articles for the newsletter. Don't be intimidated. You can document or write about something you know about and want to share with us, such as a simple project you've completed or are still working on, or perhaps a solution to a problem you've been grappling with. The article doesn't have to be elaborate. And remember, you can always send me a brief description and a couple of photos of your home layout or module(s).

The PNR officer, staff, and division superintendent quarterly reports begin on p.24. There seems to be increasing activity at the division level throughout the region. That's great to hear!

The *PNR Interchange* (p.36) includes an announcement that the PNR may still have available for sale MOW shed kits from last year's Modeling With the Masters clinic in Eugene. The *Timetable* (p.38) is nearly a full page of upcoming model railroading events and this reinforces the perception that there is increasing activity across the divisions.

In closing, this is just one last pitch to seriously consider participating in the [Prairie Line Experience](#) in Tacoma. The opportunities are vast for learning new modeling techniques, seeing inspiring models and layouts, and meeting new (and old) friends. Don't let it pass you by.

Stay safe, happy modeling, and I hope to see you in Tacoma!

Greg Kujawa, Editor

PNR News and Announcements

All Aboard!!

This is the last call for the [Prairie Line Experience](#), which begins May 10th at the Tacoma Comfort Inn & Suites near the Tacoma Dome. Lots of clinics and layout tours await you. It's not too late!



2023 PNR ANNUAL MEMBERSHIP MEETING

Jeff Herrmann, President

The Annual Membership Meeting for our region will be held on Friday, May 12th at 8:00am Pacific Time in conjunction with the regional convention in Tacoma, Washington. Members wanting to participate in the meeting but not able to attend the convention can participate on-line using the following Zoom link or phone dial-up:

Topic: PNR Annual Membership Meeting

Time: May 12, 2023 08:00 a.m. Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/88338378356?pwd=bkZ5cXQyM2ozQzZMbVFfFL3hCMkl1QT09>

Meeting ID: 883 3837 8356

Passcode: 835242

One tap mobile

+12532050468,,88338378356#,,, *835242# US

+12532158782,,88338378356#,,, *835242# US (Tacoma)

Meeting ID: 883 3837 8356

Passcode: 835242

Find your local number: <https://us02web.zoom.us/j/88338378356?pwd=bkZ5cXQyM2ozQzZMbVFfFL3hCMkl1QT09>

PNR 2024 Convention - Surrey Excursion

Lori Sebelley, Convention Chair

This Convention will take place May 22-26, 2024, and be held at the Sheraton Guildford Hotel in Surrey, British Columbia. The Convention will be called Surrey Excursion.

The Sheraton Guildford is a central location in the Lower Mainland of British Columbia and is conveniently located close to the #1 Highway (Trans Canada) with easy access on and off. There is public transit, many restaurants, and the second largest shopping mall in BC across the street from the hotel. For our visitors arriving from the South, there are at least two direct Border Crossings, Pacific Highway and Aldergrove. Using either of these will eliminate having to use Peace Arch, which tends to have the most traffic.



Our blocked preferred hotel guest room rate will be \$165.00 plus taxes (Canadian dollars) per night. There is a grace period of three days either side of the convention dates to receive the preferred rate for anyone wishing to do some exploring. For those guests staying overnight in the hotel, we have negotiated complimentary parking and wi-fi for an additional \$25.00 per day savings. A daily parking fee will be charged for those not staying in the hotel.

All clinics, display/contest, banquet, and non-rail rooms will be located on the 2nd floor of the hotel. There is access to all these rooms by conveniently located elevators to assist helping to find all locations of events.

The host committee is comprised of experienced convention/event 7th Division members who are working hard to make sure everyone has a great time and learns at least something new. We will be offering a social gathering, self-guided layout tours, contests, displays, AP evaluation, clinics, Modelling with the Masters, Operation Sessions, Non-Rail, banquet with a Keynote Speaker, as well as a raffle. We are working on and hope to be able to have escorted prototype tours and a hands-on project as well.

We have determined a 3-tier registration fee for Full Fare registration rates as follows.

From	To	Full Fare Registration
Registration opening	December 31, 2023	\$129.00
January 1, 2024	March 31, 2024	\$149.00
April 1, 2024		\$169.00

Non-Rail - \$50.00

Youth (under 19 years of age) - \$10.00

Our website and registration will open soon along with a link to the hotel to reserve your room. Please remember, all pricing quoted is in Canadian dollars.

Hope to see you all there!



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!

In Memoriam

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

Deceased Members of the PNR — April 2022 through April 2023

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
April 2022	None					
May 2022	6	Fishbourne	T J	Calgary	AB	Life Member
	6	Gibb	William G	Saskatoon	SK	Life Member
June 2022	None					
July 2022	4	Cook	David	Shoreline	WA	
August 2022	6	Hoy	Ronald J	Peace River	AB	
	2	Kay	William H	Portland	OR	Life Member
September 2022	6	Caveny	Terry	Edmonton	AB	
	5	Edmison	Glenn	Yakima	WA	
	4	Newsom	Jim	North Bend	WA	
October 2022	4	Cook	June A	Fairbanks	AK	Life Member
November 2022	2	Dippert	William	Portland	OR	Life Member
December 2022	6	Hadlow	Bob	Calgary	AB	Life Member
January 2023	5	Lippincott	Linda	Newport	WA	Life Member
February 2023	7	Ackland	William D	Victoria	BC	
March 2023	5	Sala	John	Helena	MT	Life Member
	6	Warrington	Gary	Paradise Valley	AB	
April 2023	6	Lee	Anthony W	Lethbridge	AB	Life Member
	6	Hadlow	Bob	Calgary	AB	Life Member

**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

February–April 2023

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

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

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

Div	Last Name	First Name	City/Town	State/Province
1	Aton	Rob	Coos Bay	OR
1	Cooper	Daniel	Florence	OR
1	Head	Daniel	Corvallis	OR
1	Smith	James	Rogue River	OR
2	Helwig	Jacob	Banks	OR
3	Cardwell	Chad	Nampa	ID
3	Conley	Gene	Twin Falls	ID
4	Arlt	Brian	Bremerton	WA
4	Bregent	Robert	Olympia	WA
4	Cross	Ian	Dupont	WA
4	Fairchild	Valarie	Fairbanks	AK
4	Fairchild	James	Fairbanks	AK
4	Fernando	Maverick	Redmond	WA
4	Fischer	Jonathan	Seattle	WA
4	Haigh	Daniel	Oak Harbor	WA
4	Hulet	Quinn	Fall City	WA
4	Jordan	Thomas	Kingston	WA
4	Jordan	Karen	Kingston	WA
4	Joyner	Lee	Brewster	WA
4	Leonhardt	Ted	Bellingham	WA
4	Ralph	Frank	Kingston	WA
4	Scott	Family	Redmond	WA
4	Thompson	Dave	Olalla	WA
5	Gander	Jeff	Colbert	WA
5	Hubler	Robert	Spokane	WA
5	Kern	Wayne	Ponderay	ID

Div	Last Name	First Name	City/Town	State/Province
5	Storm	Holly	Kila	MT
6	Andrade	Kris	Sunset Estates	SK
6	Andrade	Yeti	Sunset Estates	SK
6	Beaveridge	Michael	Calgary	AB
6	de Haan	Rutger	Okotoks	AB
6	Durant	Dave	Brantford	SK
6	Eastman	Grant	Calgary	AB
6	Gray	Brian	Regina	SK
6	Latsay	Laura	Rm Of Dundum	SK
6	Latsay	Payton	Rm Of Dundum	SK
6	McAllister	Patrick	Calgary	AB
6	Murray	Teagon	Calgary	AB
6	Nation	Sim	Regina	SK
6	Nessel	Curt	Saskatoon	SK
6	Remlinger	Darcy	Martensville	SK
6	Witko	Claus	Calgary	AB
7	Bawtree	Janell	Salmon Arm	BC
7	Franklin	Geoff	North Vancouver	BC
7	Griffiths	Keith	New Westminster	BC
7	Huhn	Corilane	Cumberland	BC
7	MacHniewski	Chester	Gibsons	BC
7	MacLeod	Stuart	Victoria	BC
7	Marshall	Ian	Abbotsford	BC
7	Thorndyke	Joey	Campbell River	BC
7	Williams	Brett	Chilliwack	BC
7	Zuger	Anton	Nanaimo	BC

Features

Editor's Note: The article below is the latest installment in an ongoing series of articles featuring model railroad layouts of fellow PNR members. The [February 2022 Switchlist](#) provided an introduction to this effort plus a few guidelines for submitting articles. Please consider submitting an article about your layout or module(s). It can be as simple or detailed as you want and is an easy way to share your ideas, vision, modeling interests, and progress across the vast distances of the Pacific Northwest Region.

Please consider contributing an article about your layout.

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

Life with a Railroader— How My Dad Caused Me to be Like This (Part 2 of 3)

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

Editor's Note: This is the second of a three-part series of articles, with subsequent parts running sequentially in future issues of The Switchlist.

Part 2

Dad Starts Travelling With The Burlington

Regularly, in the early 1960s, due to his new positions, Dad was being called to testify at Interstate Commerce Commission (ICC) hearings when someone challenged a rate charged by the railroad. These suits filed with the ICC were seldom initiated by small or occasional shippers but more commonly by contract level shippers who were moving large quantities of a product and were looking to curtail costs. Dad would be called to represent the Burlington (CB&Q) as to how they might have established what they had billed out. I think Dad was routinely called due to his long experience and history with pricing, and knowledge of ICC rulings that governed almost all of what they were allowed to charge.

The three most common locations that he might be travel to were Denver, Colorado; Omaha, Nebraska; Lincoln, Nebraska; and only occasionally, Washington, DC. The Washington cases were usually large, complex, and often involved tariffs that were used by numerous Class I railroads. Other locations, although more frequent, were usually lesser cases that only involved the Burlington and its subsidiary lines.

He once told me of a case where a shipper was moving something that was longer than a flat car and two buffer flat cars would be needed, one on each end. The order stated to ship best way. The cars were spotted and on one end was a 40-foot car and on the other a 50-foot flat car. The shipper protested all the way to the ICC. He was suing over being billed for the extra 10 feet. This was the sort of things that the railroad was forced to defend to the Commission and a colossal waste of time and interference of railroad operations. In the end, the ICC found for the Burlington, as the shipper had noted "best way" in the order. The railroad spotted what they had in a timely manner. Often, a docket of cases, spilling over to several days, would be full of such minutia.

Dad often spoke of his frustration with the ICC as they had oversight of freight rates and the railroad could not independently negotiate for a rate charged to a shipper. "They are treating us like a monopoly," he would often lament. Then he might tell of a finding against the railroad where he would preface the story with, "We had this one coming."

After WWII, there was a lot of consolidation of service on the mainline railroads. The Burlington was pulling back from branch line operations, mostly in Iowa and Nebraska. They would systematically attempt to starve out a lone, remote location grain elevator and storage company by reducing tariffs along the main line, thus allowing the farmer to hold more on the shipment of grain if it was transported to an elevator of more convenience to the railroad. The small elevator cooperatives struggled to compete. Many closed their services. At times, Dad would concede that they were operating in a monopolistic manner. But the railroads were under huge stress to remain profitable against the trucking industry.

In the late 1960s and early 70s, computers were coming into play and the Burlington attempted to automate rates, shippers, and rolling stock with computers. As computers were slow and operated on a punch card system where a lot of data needed to be manually entered; this was an arduous undertaking. By today's standards of computer operation and storage capacity, this is not a big deal any longer. But at that time, it was dismissed as a possibility as the railroad simply had "too many variables," as he told it.

I Get My Own Work Room

By 1962, I had taken over a no-longer-used coal cellar as the house had been converted to natural gas for heating eleven years before. We no longer needed the space for coal and this cellar had been vacant for those years. I was going to use this

cellar for my personal work room. I spent hours flooding the floor with water and Tide laundry soap in an effort to clean out the years of coal soot and oil that came with it. I was taking a hit for tracking black coal soot onto the carpet in our apartment of the two-flat apartment house that we held. I finally got a reprieve when Dad found a floor paint that would seal into the old stained concrete. These were the years that predated epoxy materials but there was an oil base paint that was billed as suitable for sealing the floor. They were right. It worked well and I moved in.

The space was about 9x9 feet and I had space for my now old 4x8 railroad that Dad and I had built years before. I would soon cut this down to a smaller size but revised the track plan and it became my foray into a switching and operations railroad. It actually looked a lot like the “Time Saver” track plans that were popular as an event at modeling conventions. I scratchbuilt my first three spur ladder tracks for a small yard.

In the spring of that year, I got my first job working in a piano restoration house on the West Side. I had gotten an old vacuum-operated player piano to operate again and the owner of the company where I was getting parts and materials offered me a job. I understood how vacuum stuff operated and, within a short time, I had created a system of vacuum-operated turnouts that ran off of a small motor driven vacuum pump in another coal cellar that had not as yet been reclaimed.

Dad was fascinated and sat with me and ask how it functioned. I told him of a soft spring that pushed the turnout to the through position and applied the vacuum in the diverging direction. It was an interesting role reversal as I was now talking about stuff I had come to know. What was cool about the vacuum system was that it was absolutely silent. I had access to parts for pianos that marketed the two-position valves for controlling the bellows. The two choices were Apply and Vent; where the spring took over.

In the fall of 1962, my interests in machine work had grown and I had seen advertisements for a brand of lathe called *Unimat*. It was an Austrian import that could be used as a lathe, drill press, or a vertical mill. We went to Stanton Hobby Shop on Milwaukee Avenue and the owner of the shop took a long time to show us how it worked and overall capabilities. I was sold and pulled an adequate amount of cash out of my pocket and the Unimat followed us home.

It would only be a short time before the roles were reversed again and Dad was teaching me a lot about metal work. As it turned out, he had taken a number of vocational classes in high school. I now had a use for some of the high school math that was previously all too abstract.

This would be my beginning of a mechanical adventure that would shape much of what I have become. When I went into the Navy and was assigned to my first ship, I soon ended up in the machine shop and within a few months I was running the auxiliary division. We were responsible for all machinery that did not shove the ship through the water. Later it would get me a job on the last ship I was on in 1969, when I was a part of decommissioning a ship in Long Beach, California.

After my retirement in 2004, I built a number of locomotives on that lathe. It is still chugging along and is just a good old friend.



This Unimat is still in regular use as I still do a lot of stuff with brass.

Dad Becomes My Go-To Source

In 1964, Dad remarried and things in the house were good again. Two years before, he had been introduced to a lady, Jeannette, whom we only sort of knew at the church we were members of. It was great and it was cool to see my dad happy again. The conversations at the dinner table opened up again as we got closer to the wedding date. My “friends” at school thought it was cool that my dad would finally make me “legal” prior to my graduation. I should have been more careful about who I chose as friends!

Dad was more involved in what I was doing and often came and sat in my work room. The learning that went on was a two-way street and often prompted a trip to a library or book store for a resource for some new idea or project. In those years, I was experimenting with new scenic landscaping ideas with tall grass made from sisal rope.

Starting in the fall of 1964, I was in college and taking classes in my major at DePaul University on south Wabash Street. This would have me on the elevated train from the West Side into town several times per week. There was always something interesting to see where the Lake Street elevated crossed the Belt Railway of Chicago (BRC) at Canal Street.

The Belt Line was a separate carrier that had access to most of the regional freight yards and processed the pickup and delivery of cars so as to alleviate the previous chronic traffic jam in the Loop area of Chicago. At the time, there was a mix of freight and passenger traffic from the north down to Clinton Street along Canal Street that led into the Chicago and North Western (CNW) passenger depot (this is now the Ogilvie Transportation Center).

The tracks were shared between the Belt Line freight service and the North Western commuter and distance passenger

service. This created a curious mix of passenger and freight rolling stock in the area and was visible from above with the crossing of the Lake Street elevated. The elevated transit tracks were the highest level of several over the yard and across the Chicago River into the Loop.

This bridge would lead to a great collision of moving and stationary objects.

These were the early days of high-cube box cars and many places were not prepared for the additional height. One of these cars found itself wedged under the elevated bridge that crossed over this yard throat. I couldn't wait to get home and ask Dad what had happened.

I was now convinced that Dad knew of anything that happened on any railroad on the planet. At dinner, I asked if he had heard of the collision.

"Yes, I did. This is great. It is a premier example of finger pointing. Everyone is claiming that it is someone else's problem. It is a Great Northern car, operated by the Belt Line, on a North Western track, and crammed into a Chicago Transit Authority bridge."

"The real question is who had the final responsibility?"

"Well?"

"They can't decide. They are interested in fighting over who should be stuck removing it!"

We all took a time at speculating and in the end, we had no answer.

Within a short time, the bridge was deemed off of its mountings and unsafe. As this was a major daily public transportation carrier into the Loop, service could not be halted for long.

The next time I rode the train, they had built a wood timber shoo fly around the bridge on both sides so as to allow two-way traffic and a 2½ mile per hour speed limit. It would take several months to finish the repair of the bridge footings.

Dad was a constant source of questions and conversation at the dinner table. In the spring of 1965, another event caught my eye while riding into town on the elevated. There was an old wooden tank car that was completely beat up.

Again, I couldn't wait to get home and ask Dad about where this thing came from. It was on a track in the same Belt Line throat into the North Western station. It was on the eastern-most track along Canal Street in front of a North Western Railroad dispatching office.

"OK Dad, I've got another one for you."

"I already know where this is going. This has had the entire office buzzing about this all day."

"Well?" everyone at the table asked in unison.

"The Belt Line dumped it off in front of the dispatcher's tower between Lake Street and the river."

"Why there?" I asked.

"They cut it out of a string of freights when they noticed that they had it deemed that this was the first safe spot."

"So, what is the story?" I pressed.

"They think, they think that it came out of northern Wisconsin some place. It is so illegal you can't believe it. It has arch bar trucks and straight air brakes; both illegal on the interchange for more than forty years.

"After that, it is so old that it doesn't matter what is in the tank; the whole thing is now freight. And no one wants to pay for it; but everyone is willing to bill it out!"

"What?"

"Yep, it's freight. No one wants to move it and the Belt Line expects to be paid for the gross weight of the car and whatever is in the tank as freight."

"Wait, back up." I asked. "This came out of Wisconsin? How?"

"The thinking is that it was on a siding somewhere for nearly forever with other cars spotted in front of it at some dock. When the local made the pickup, they hit it hard enough to set the coupler and out it came with the pickup order.

"After that, it probably got noticed and no one wanted to deal with it so it got bumped along, south, until the Belt got it and said, not ours either. Except they kicked it off the train and dumped in on to North Western tracks."

"So now what?"

"It is so far off the registry that they are not even sure who it belongs to. The markings are for a private company that doesn't even exist any longer so they can't get it billed to anyone as freight or even who to bill for simply removing it.

"The Belt Line is not even allowed to hook up to it as the brake fittings aren't compatible. It's just a mess.

"But don't they need to run a brake test? How did they even get it rolling or run up the air?"

Dad had an interesting answer. "I had to ask about this one too. I don't get involved with the rules for hooking up and like that. They probably didn't run a test at the actual site of the pickup. The car that they were supposed to pick up probably had its far end air valve closed, so when they hooked up, they got their pressure. That car probably had the far end valve closed when they spotted it. The tank just got dragged along and as long as it was on the tail end, no one noticed. Short line and branch switching can be a little loose, I'm told.

“At some point it got into the middle of things and that is where it finally started to get noticed. But no one wanted to really deal with it.”

“Someone is going to get stuck with sending out a hospital train assignment to retrieve it.”

“What’s a hospital train?” I asked.

“That is a colloquial term for going out and sorting out something weird that has no other description. What no one likes is that they have a five mile per hour speed limit. It really knots things up.”

Some weeks later, Dad had a follow up that the North Western had dragged it out to their Fortieth Street shops where it was slated to be cut up for scrap. Following trains around the city was a full time spectator sport and Dad was a great source for answers.



This is as close a photo that could be found of the car stranded on the Belt Line. It has much more modern trucks but it is surely a derelict as was the one I found in the spring of 1965.

The Great Yak Fat Oil Hoax

Shortly after starting my sophomore year of school Dad uncorked a great story about a trucking company in Nebraska.

“There is this guy in Lincoln that runs a regional trucking company that totally got us in a great hoax.”

He had my attention.

“This guy has been working on this for months. It seems that he filed for a tariff for hauling yak fat oil.”

“What?!” I replied. Even my sister Kathy was into this now.

“What’s a yak?” she asked.

Even I knew the answer, but Dad was right back on it.

“A yak is a Tibetan animal, sort of like our buffalo. They are supremely adapted to their climate and the only ones in this country are probably in a zoo somewhere.”

“So, this company, Hilt Trucking lines in Lincoln, Nebraska, applies for a tariff for hauling yak oil. He picks a number that is about two-thirds of a rate for hauling anything. I got a notification of the request as we are always watching who is willing or trying to haul something and weigh in on issues that might be monopolistic or so low that we absolutely cannot compete. The ICC was invented to keep things competitive but mostly they just gum things up.

“Hilt applied for a load quantity of 80,000 pounds which is about two semi-truck loads en route from Omaha to Chicago; about 500 miles. It was so general of a filing that there was no specification as to the kinds of containers: barrels, tins, glass, or boxes, or open pails. It was monumentally vague.”

“How would you haul this stuff?” I asked.

“That’s where we fell for it, hook, line, and sinker!”

“It was intentionally vague just to bait us into it. We fell for the gag as there were so many holes in the application.

“I had one of our rate guys look up a general rate for our true cost and we couldn’t haul anything for less than about sixty two cents per hundred weight; and that is for a full car load. So, we protested.”

“So, what’s next?” Kathy asked.

“Well, the next has already happened. In my place, I sent one of our rate people along with our ICC attorneys to D.C. last week to speak at the hearing. Along with us was the Rock Island, Great Western, Chicago North Western, Illinois Central, and the Milwaukee—a who’s who of midwestern carriers. We were all baited into this; but we were ready. Or so we thought.”

“We went into this with the claim that the tariff would require two trucks per shipment and thus we were better suited to haul such commodities. Big mistake! We fell for their vagaries with our own vagaries. The ICC also fell for this and sent it to the Board of Suspension who put a delay on the approval on the grounds of unjust or unreasonable rates. It then went to hearings.”

“When the case came up on the docket, Hilt withdrew the application and sprung the trap that embarrassed us and infuriated the ICC board.”

“Hilt opened their remarks about the withdrawal of the request and they were only in this to prove that the railroads would protest anything and the ICC would support the railroads without any real research.”

“The gavel was thrown down, we adjourned, and the Journal of Commerce ran the story in their newspaper.”

“In looking at this now, I think the ICC comes in on our side a lot; and when I agree, it is alright and when they don’t, well it is some sort of travesty.”

“Hilt had us; but we will still watch for weird stuff as our profitability is pretty tight.”

Kathy had one more question, “Tell me again, what’s a yak?”

Road Trip With Dad

In late 1965, I was surprised to take a call from Dad who was away at an ICC hearing.

“Hey,” he announced. “I’m in Denver and I forgot a batch of papers on my desk that I need for a hearing tomorrow afternoon. Go down and get them and take them to the passenger agent at Union Station and he can relay it to me.”

“Sure, no problem” I replied.

I was on a trimester break with the college and had a few days with no responsibilities. I went to Dad’s office and found the bundle of papers in a manila folder, just as he described. I hatched a plan that was probably the most creative and adventuresome I had to that date. I packed a small duffel bag with a few changes of clothes and I was off.

I did go to Union Station but, instead of giving the passenger agent the papers, I used my pass and got on the train to Denver. The train pulled out about five in the afternoon and I would be in Denver late the next morning. The passenger agent greased the rails with the conductor and he gave me a roomette. These were monuments of efficiency with a chair that in the evening could be changed into a bed for the night. They were so small that you almost needed to go out in the hallway to turn around. But they were cool.

My pass was not good on any Pullman Company-owned equipment, even though it was leased to the Burlington. The personnel on the Pullman cars were in fact Pullman employees. The Burlington would not pay the fare difference to Pullman; nor could I on such short notice. However, I was in luck as they had unused space and conductors had some discretion on how the vacancies might be used. Otherwise, I would need to tough it out in a coach.

When I got off of the train, I went to the passenger agent’s counter and sure enough, Dad was waiting for the papers.



*Left. This is the pass I used to get to Denver. It was always curious to me that the years marked on the pass were of little issue. It appears that the use of passes was offered as a courtesy, and in other situations were a billing routing for what office a railroad could bill another. On most passes from my dad, the traffic office was used. The fact that my name was the same, less the middle initial, also was not held in much consequence. Further, I was never asked for corroborating identification. Simple possession of the pass was adequate. The letters G F A identify *General Freight Agent*. That may have been enough, plus I have no way of knowing, then or now, how many people knew, or knew of, my dad.*

The only thing unexpected was that I was attached to them.

“What are you doing here?”

“I wanted to make sure that you got them!” I replied.

“Well then, I’m not sure how exciting this is going to be for you, I’m to testify in several different claims. About the only thing these guys do right is that they will lump cases together either by railroad or by people who are here to present evidence.”

“So, what is it for today?” I asked.

“Not sure yet. We will see the docket when I get to the hearing.”

I stayed with Dad for the afternoon and we had a fun dinner with a few of the attorneys who were representing the railroad. What great stories they told of the minutia that some shippers will go to in order to recover a few dollars on a case; and to try to set a precedent for similar shipping rates in the future.

Dad and I rode home the next day in a vista dome car and just visited about what was going on and passed the time of day looking out the windows. It was one of the few times where we talked with no urgency of time for what other stuff we should be about.

On the train home, we had separate roomettes for the night and I sat up most of the night in Nebraska as we were running east with a huge electrical storm moving along with us. I could not hear any of the thunder but the lighting flashes lit up my room as if it were daylight. I have always been fascinated with lightning storms and this was particularly cool. We would get ahead of the storm for a while and it would catch up and pass us while we were stopped in cities and small towns and had to wait for the schedule to catch up with us. Then off we would go again.

Somewhere around Council Bluffs, I just could not keep myself lit any longer and would not wake until the porter knocked on my door and announced that we were about an hour out of Chicago.

We went to the dining car and had a cup of coffee and some light breakfast. Once into Union Station, Dad went by the office and I took the Lake Street elevated train and returned home. All in all, a pretty cool three day trip.

Dad And His Stories

He once related a story about a deal with Colorado Fuel and Iron; a steel rolling mill that could produce rail to the most modern standards.

It seems that the Burlington Northern was adding capacity to some of the more heavily trafficked routes. This would include double tracking a section of right-of-way in central Nebraska and included between Broken Bow and Ainsley. This was a heavy hauling section that ran huge trains of gypsum going east from Wyoming and were rolling at a rate of thirty-two trains a day; in addition to other traffic. A large order of rail would be necessary.

Somehow Dad was brought into the conversation as an agent came to him with a purchase order for rail to Colorado Fuel and Iron for what appeared to be a very good offer. It was listed as FOB (Freight On Board) their location. Dad's ears were immediately up as this was a bit out of order and a quick look at a map would reveal that the company was not on any line owned by the Burlington.

It was, in fact, on the Denver and Rio Grande right-of-way. Thus, the rail would become freight and a tariff would be paid to what he called, the "Ri" Grande. The price of the rail didn't look so good any longer.

To make it worse, these were the early days of seamless continuous rail that required dedicated articulated cars that could carry these rails in bunk cars that travelled together with the rail running from car to car. Once on location for construction, it would be welded into a continuous rail without the seams. It was seen to be more smooth running, quieter, and cause less wear and tear of the rolling stock.

The "Ri" did not own such a rail car but the Burlington did. To take the car onto the Ri Grande to go and get the rail would mean that the cars now also became freight in both directions to get to Pueblo and back to the Burlington right-of-way in Denver.

Now the deal would be upside down from the first moment. He suggested that deal be cancelled and rebid by Colorado Fuel and Iron to see what the true cost of the rail delivered to the closest Burlington location would be, not FOB Pueblo. This would require Colorado Fuel to negotiate with the Ri Grande for a combined fee of material and equipment to the Burlington.

Dad said these sorts of bids were often sucker punches for overzealous purchasing agents who did not talk to other offices in the company. Nothing was truly crooked; it just spoke to how much oversight it took for a railroad to function at something of a profit.

Modeling Goes On Hold

Within four months, my school deferment would be rescinded and I was reclassified for the draft. I left for the Navy in April of 1966.

I was stationed initially at Great Lakes Naval Station on the north side of Chicago not far from the Wisconsin state line. I was able to come home on some weekends. As conversations were more about the Navy and the war, we did not talk much about railroads for the next several years.

Over the year of my all-expense-paid trip to Viet Nam with the Navy in 1968 and into 1969, Dad kept me up to speed on the office happenings and the impending merger of the railroads. I would receive letters that described the progress of the merger and how that might affect his need to move to Saint Paul, Minnesota.

By 1968, there had been nearly ten years of merger conversation between the Chicago, Burlington & Quincy, Great Northern, and Northern Pacific railroads. James Hill had built the Great Northern Railway and thereafter gained control of the Northern Pacific. In 1901, he began purchasing shares of stock in the Chicago, Burlington & Quincy Railroad so as to gain an access into Chicago.

By 1907, he had accomplished this but the federal government force them, after lengthy litigation, to operate the companies separately for the next 60+ years.

There had been two previous efforts to merge the three companies, both of which failed; but the talk of a merger persisted.

The merger was now closer than ever but there were still ICC stipulations. The Fort Worth and Denver Railway would be delayed. Similarly, the Spokane, Portland & Seattle Railway also would not be admitted to the merger. Although they had long been a part of the Great Northern and the Northern Pacific, they would be held apart and operated separately for another ten years.

By early 1969, the merger conversation had new life and had proceeded so far that there were now such finalities as to what the corporate name and identifying letters of the railroad might be. There was pressure to use some of the names of each line for recognition purposes. As two lines already used *Northern*, it would not be necessary to use that name twice but there were any number of contributions for consideration.

At the last, the name that made it to the final running was: *Great Northern Pacific & Burlington*. GNP&B had a good sound to it—until someone in the Chicago office assigned slightly different words to the letters: *Go No Place & Back*.

That was the end of the Great Northern Pacific & Burlington Railroad! Within a few weeks, *Burlington Northern* was settled upon and the letters BN would remain until the Santa Fe merger decades later.

Once the final name had been chosen, it would be only a short time before an actual logo would be looked into and settled upon. All of this was happening in the spring of 1969 without my awareness to any of it other than what had come in various letters from Dad.

Back Home, July 1969

I returned from Viet Nam and was home in Chicago for the first time in well over a year. It had been four years since I was able to reconsider what my reentry to the hobby might look like. Dad was now the head of commerce for the Burlington Railroad and was being considered for the position of regional manager of pricing.

Before leaving for the Navy in 1966, we would routinely meet for a sandwich and conversation at the Berghoff restaurant on Adams Street. It was only a short walk for him from the Burlington offices.

Now returned from Viet Nam, I was to meet him for lunch; our regular place was still the Berghoff. I had gotten downtown early, so I took a walk past All Nations Hobby to see what was new. After poking around and waiting for the clock to catch up to me, I found that they had an Athearn model of a boxcar with the new Burlington paint job and new “BN” logo.

I couldn’t resist. I knew of the merger stuff from Dad’s letters and that the Burlington was in the last throes of alignment for what would become the Burlington Northern merger and this was too cool. I assembled it right there on the counter and bought a piece of snap track to put it on.

I walked the few blocks to Dad’s office and met first with his secretary, Cheryl Hurka. I had gone to school with her and she was a cutie that I could never get a date with. She told me she was expecting me as Dad was delayed in a meeting and would miss lunch because he had gone off with some other execs earlier elsewhere in the building.

I told her I wasn’t upset but that I had something to leave on his desk. She gestured and let me pass into his office. I left shortly after.

I wouldn’t see Dad until dinner at home that night. He apologized for stiffing me on the lunch date and told me of a curious thing that happened that day. It seems that after lunch with the bosses, they had all returned to his office to complete the meeting. Everyone noticed the boxcar on his desk and the conversation immediately went to that car with its paint job and logo.

It seems that the color scheme, logo “BN,” and even the name Burlington Northern, had not yet been formally established. They all wanted to know where it came from and how it got to his desk.

He told me there were three boxcars at the Havelock shops at Lincoln, Nebraska, with various colors, possible road names, and logos. “Where did this one come from?”

I grinned across the dinner table and he quickly figured it out.

“Did you come to my office today for lunch?”

“Yep.”

“Let me guess. You snowed your way passed Cheryl and put it there.”

“Yep! That’s not too tough.”

“Well, you have created quite a stir! That is one of three experimental paint jobs and logos. No one other than a very few have even seen any of them. Where did this come from?”

“I got it at All Nations Hobby Shop this morning. It’s an Athearn kit. They had tons of them.”

Dad was incredulous.

As it turned out, these three cars had been under wraps at the Havelock shops while waiting for final approval. Athearn company had somehow gotten a glimpse of this car and had cranked out a bunch of them and distributed them around the country. The date on the car was 4-69, painted right there with the other lading data. I never heard how Irv Athearn got to see the cars or who might have leaked the data to him. How did he have the luck to pick the one that was finally chosen by the railroad? The model boxcar was a source of confusion and amazement in his office for the following years.

Dad kept the car on his desk and it moved with him after the BN closed the Chicago office in January of 1970 and moved everything to Minnesota. After his retirement in 1981, he kept the car on his desk at home and I got it back when we closed up his house nearly twenty years later.



The Athearn boxcar as it was assembled and placed on Dad’s desk.

Watch for Part 3 in the August 2023 Switchlist.

Caboose Shed

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

Like many modelers, maybe you like to keep busy with “things” during bad weather days, on weekends, or just whenever you think it right. That is kind of how I operate, too. Well, maybe not all the time. And, like some of the other articles that have made it into this newsletter, I came across an article elsewhere and, after much thought, decided to fill in the down days with a project. This project falls into that category as I read an article in another magazine and decided it would add to my layout. More specifically I likely will add it to my logging camp as that location could use another place to store things that need a sheltered place.

Building this project was far easier than I expected. My first thoughts were “What current caboose would make a proper template to use to create my plan?” I went through my cabooses and decided to use one of my **Sierra Cascade & Northern** units to measure and create a plan (Fig. 1). I then created a drawing to build my caboose shed structure (Fig 2).



Fig.1. Thirty foot SC&N caboose.

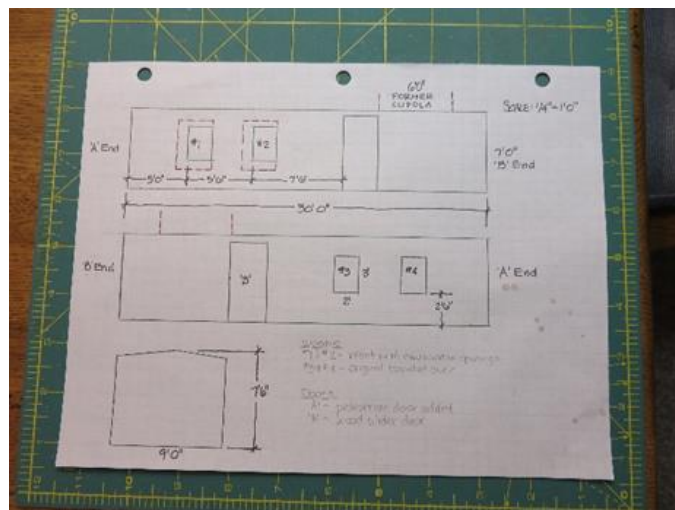


Fig. 2. Construction plan for the project.

Now that I had a plan, I put my thoughts to what materials I wanted to use. I wanted to make the project with a wood siding look but did not have the styrene material that represents wood siding. However, I did have scale lumber and I did have styrene sheets. So my plan was to use 0.020” sheet styrene for the sides and floor bottom to form a box, and 2x8 scale lumber to create the wood siding look I wanted. Using the plan I drew, I set about cutting the styrene to the desired measurements. Since I wanted to maintain a 9-foot wide unit, I decided to use the end wall as an overlap onto the side walls. After cutting the styrene sides, ends, and floor, I sanded all pieces to make sure they were of the same size before gluing. I learned from other projects that, when I didn’t do the sanding and measurement check, the assembly ended up not being square or was out of alignment. So I sanded and checked.

To assemble and glue, my first thought was to use angle strip to allow the side and end to come together correctly. The angle strip was added to the end of each side piece and then butted to the end piece. Hence the end “overlapped” the side as I intended. Once all four sides and bottom were assembled, I set about to cut the wood. I cut the side pieces to just a shade over the 7’0” height. I cut the end pieces to just over the 7’6” height. Except for the ends, all the wood siding was to be 2x8s. As mentioned above, the ends were to overlap the sides, so I decided to use 2x10s at each side of the end piece for the side to butt into it. This was not difficult, but it meant thinking ahead. To make sure the 2x10 didn’t extend past the siding, I first glued a 2x8 on the end of the side. Then I glued the 2x10 to make it appear that the side butts into the end wall. Once all this was done at all four corners, and the glue was thoroughly dry, I used a very fine grit sanding stick to make the corner flush as it would be. The assembled styrene box and the strip wood cut to size are in Figs. 3 and 4. Note that the 2x8s are glued to the end of the side. The cut lumber stack also shows the 8x10 sleepers that will go longitudinally to support the structure.

Next came the gluing process. Each side needed forty-two 2x8s and the ends needed eight 2x8s plus the two 2x10s at the corners. But before I began, I needed to determine the door and window locations. Using my plan, I placed pencil lines on the sides to represent those doors and windows. One side would have an entry for access to the materials inside. So the door here was to be a pedestrian door. And the windows were to be upgraded windows to allow some light into the shed. The other side would have a sliding door where materials were brought into for storage. And the windows were boarded over. Once the wood sides were glued and the top edges sanded level with the side top, the roof styrene was glued in place.

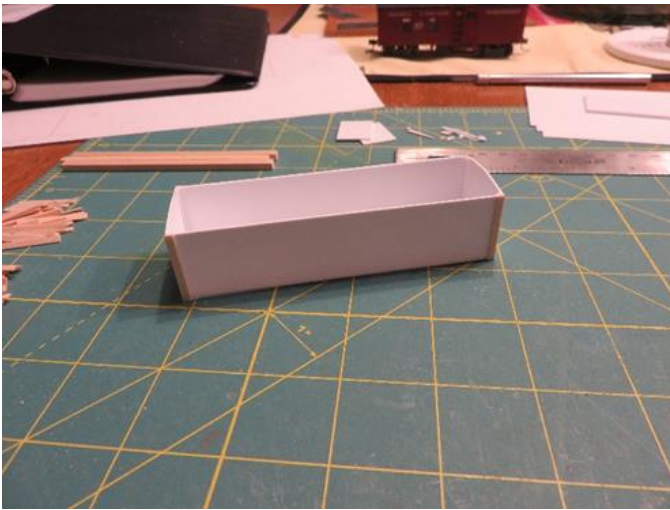


Fig. 3. Styrene box with wood 2x8s at ends.

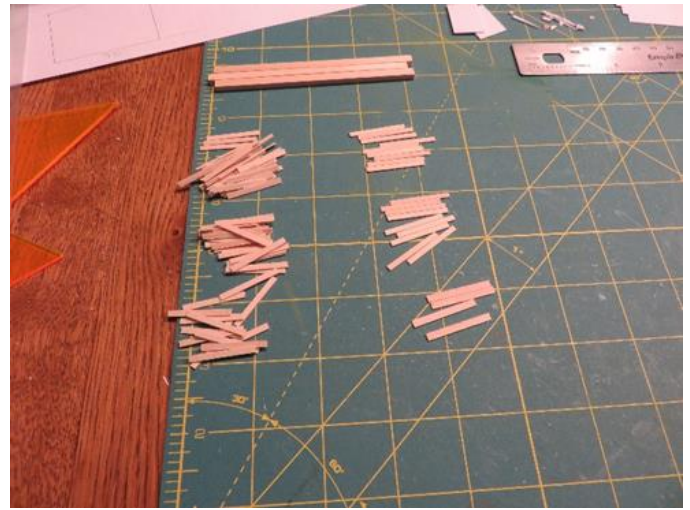


Fig. 4. The wood siding is ready to begin assembly: 2x8-7'0" and 2x8-7'6". Sleepers: 8x10-30'

Ensuring the glued roof was fully set and after I established the location of the cupola, I then began the process of gluing 2x8s along the roof. Of course the cupola was not needed nor desired for the shed; it was torn down to the window sill level, and then boarded over to cover as a roof (Fig. 5). This shows the pedestrian entry side. Laying out are the unpainted doors and windows along with the sleepers.

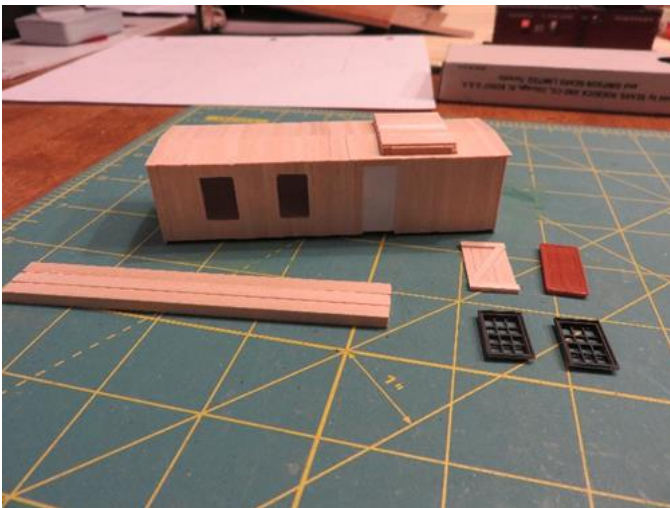


Fig. 5. Fully glued with wood.

So my next step was to paint the shed and I chose a green shade for the sides with a black roof. The windows and pedestrian door were also painted black, but the slider door would be the green color (Figs. 6 and 7).

Lastly, I decided to weather the unit some. My skills at weathering are still a work in progress, but I think I captured the look of a well worn structure at a logging camp. I started with dirty brown on all sides, ends, and roof, followed by white highlights. The highlights are intended to subdue the brown somewhat. I also added a mossy green since the unit would not likely be cleaned at the camp. This was added to the bottom edges of the sides and ends in addition to roof areas (Figs. 8 and 9).



Fig. 6. Pedestrian entry side (reverse image).



Fig. 7. Material entry side.

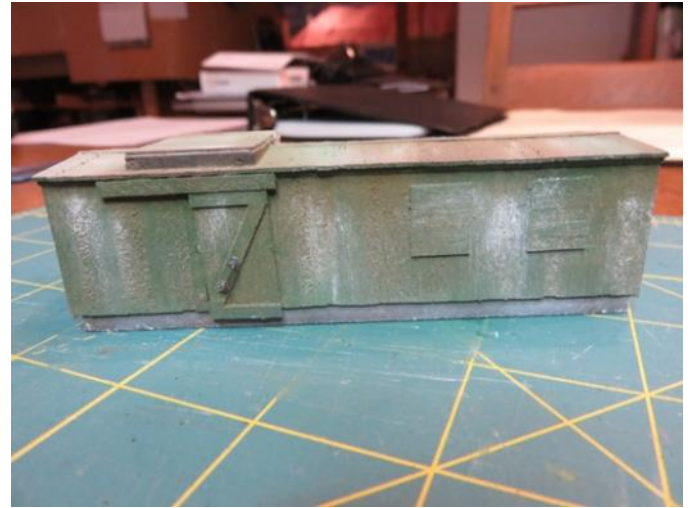


Fig. 8 and 9. Fully weathered unit.

This was a fun project. It didn't take as much time as I thought it might. I don't track my hours of work when I do these projects but I estimate that I put around 35-40 hours into the effort. The way I work these projects is I will do 2-3 hours at a time normally. Depending on the task I might have a longer session to complete a task so as not to leave an effort half done. I like to complete the task as I think it should be done and then shut down. I will add as a closing comment, I don't do these for any competition but only for my self-gratification and use on my **Sierra Cascade & Northern Railroad**.

The Trolley District, Boise Valley Transit

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

The Boise Valley Transit (the Trolley District) is a subsection of my HO gauge Boise Nampa & Owyhee Railroad.

Ties to Trolleys

I have a long connection to trolleys that extends over three generations, including myself. My grandfather, great uncle, and one of their brothers-in-law; all working for the Chicago Surface Lines from about 1898 through 1907.

At age seven, my dad adopted a gentleman as "dad" who lived in the same apartment building on the west side, when he lost his father, Walter, in 1925. Guy Shire was a motorman also for the Chicago Surface Lines and had the plum route on West Madison Street from 1931 until his retirement in 1952. Seniority is everything in the world of rails. Guy married into the family in 1929 and that really solidified the adoptive relationship.



Right: From left to right, in their motormen's uniforms: Elmer Parrish (great uncle), Ollie Gilmore (a brother-in-law to Elmer and Walter), Robert James Parrish (my great grandfather and Civil War veteran for the losing team), and my grandfather, Walter Winfred Parrish. Photo was taken when all were gathered for Walter's wedding to my grandmother in 1903. Bob Parrish family photo collection.



Walter W. Parrish, shown here standing on the running board of trolley number 728 in 1898. He arrived in Chicago from Ohio only three years before. This photo was taken on a branch route on the south side of Chicago. Bob Parrish family photo collection.

(In the next few paragraphs, Bob recalls his early experiences with trolleys that he also shared in Part 1 of his article titled Life with a Railroader —How My Dad Caused Me to be Like This. Part 1 was published in the February Switchlist.—Ed.)

My dad was a freight rate clerk in his earliest years with the CB&Q Railroad; and at the time of his retirement in 1981, was the head of commerce for the Burlington Northern. In the first years after WWII, we lived in an apartment over a row of store fronts on North Cicero Avenue on the west side of Chicago. Sitting on a small stool, I surveyed my realm from the second floor window and I was the master of all passing trolleys. On cool nights in the summer, they would operate with the windows open and I would call out from the window for the motorman to ring the bell. Often, they would. I was ecstatic.

My dad would sit with me for hours and we would identify the various types of cars rolling by: St. Louis, Pullman, J.G. Brill, Peter Witt, the 4000 series articulated cars, and my favorite, the “bowling alleys” (the name was given due to seats only down the side walls and the center was open for huge numbers of people who would become, what was called in Chicago, “the strap hangers.” There was twenty four-hour service but the busiest time was during the rush hours, early morning and late afternoon into the evening, where they offered five-minute service. Translation—the rush hour had a minimum of twelve trolleys per hour passing by in each direction. It was like living on the glide path of an airport. There was a Richter Scale din that stopped conversations. My mom always said that there was only dust on the floor as anything higher would vibrate off the edge and fall to the floor.

In the late summer of 1951, my dad decided that he had enough of this noise so when the lease came due, we moved to the nearby suburb of Oak Park. Shortly after, my dad got really fried as they ended Cicero Avenue trolley service on the first of November, 1951 and replaced all transit traffic to rubber tired equipment. I don’t think my dad ever rode on the CTA again.

For me, the best was in the winter when the rails cracked and broke. The rail by that time was nearly fifty years old and so fatigued from heating and cooling during seasonal changes, along with the weight and vibration that shrinkage cracks happened regularly.

Motormen were charged with inspecting the rails as they moved along their route and would report failures at the ends of the route at a call box. A repair team would be sent out and the rail would be repaired with a thermite reaction welding method. Street crew people would build a dyke of sand around the fracture and then open the center to look rather like a funnel. They would then fill the crater with iron filings, including what might fall down into the crack. A magnesium strip would be pushed into the iron filings and lit with an acetylene torch. This caused an immediate reaction of smoke and flame and fury that only a five or six year old boy would miss a meal for. The idea was that it would get so hot that the iron would melt its way through the crack and get everything nearby so hot that the rails were welded. They would then grind (more sparks and fury) to reshape the top and sides of the rail.

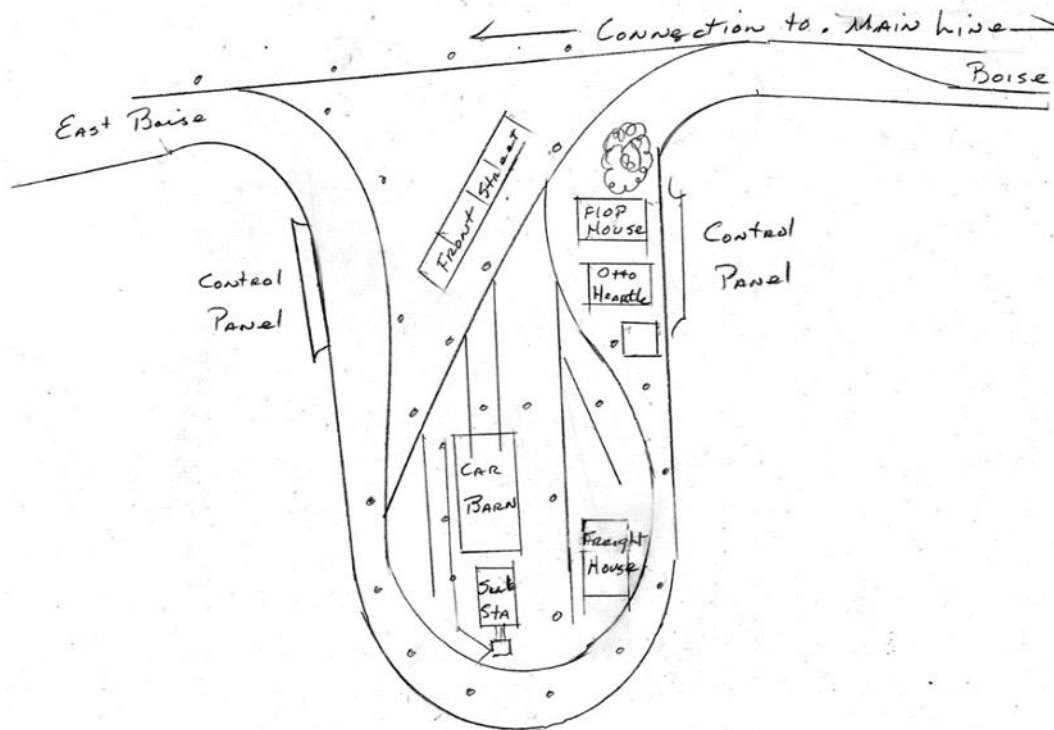
It is because of these connections and stories that I am eternally addicted to trolleys.

Planning and Construction of the Trolley District

When we moved from the country into the city of Boise in 2005, I brought along those sections of my previous railroad that I deemed portable enough to be salvaged. From the first moment, I planned a trolley division that would have portions that co-mingled with the main line railroad, and a division that was singularly trolleys and associated freight.

With the addition of benchwork to connect the sections and fit the train room, a peninsula into the middle of the room became the Trolley District. This would allow operation from either side of the 24-inch wide peninsula.

Because I planned an operations railroad, the notion of putting trolley poles up and down with each reversal of a box motor, was simply not appealing. The decision was made that all overhead wire would be wholly cosmetic. It does, however, create an interesting and photogenic aspect to city rail traffic.



Here is the track plan for the trolley district. The island is four and a half feet long and two feet wide.

A Good Friend Helps with Design

One of the great stories of my long friendship with fellow Boise area modeler Bruce McCosh was the design of this trolley district. Bruce and I had a gig where we laid out newsprint rolled paper and then go after track plan ideas with felt markers. If something turned out to be unworkable, we simply bunched up the paper and started over. I had started with a bunch of Atlas #4 turnouts laid out on the paper and after extensive shoving of stuff around; still nothing looked right. There just was not enough space for this yard that was less than four feet in length. I called Bruce. He played hooky from his work that afternoon and came by for some brain storming. That's the kind of friend he was.

Sheet after sheet of newsprint was bunched up on the floor and still no track plan.

Finally, "You got the materials to put a curved extension on this peninsula for a loop?" Bruce asked.

I was off. I went to the garage and cut out a chunk of plywood that would be 24" across and an arc radius of 12" that would allow for a 10-1/2" radius loop at the end of the yard.

By the time I was back, Bruce had a plan. I looked at the spacing between the turnouts and looked at him with amazement. "That will not work with the Atlas turnouts."

He replied, "It won't. You are going to scratchbuild seven single-point street turnouts."

And with that, he was on his way back to work. What a pal!

I was left to work out how to make this work. A serious challenge.

I gritted my teeth and set out to create a design for a single-point street railway turnout. As I had chosen long before to use twin-coil turnout machines, inventing a device to operate these turnouts would not be a problem as they are strong enough to make the movable point very dependable.

It would take a month of pretty steady work to make the trackwork operational and ready for scenicking.

Originally, I only had a control panel on one side of the island. This worked to defeat the idea of working from either side. So more recently, I added a panel on the second side. It seems to work very well.

The overview photo to the right shows the rail in place and a few black felt tip lines drawn down the middle of the rail which will be the guide for cutting the top layer of copper (printed circuit board or PCB) so as to separate the polarity between the two rails for DCC control.

At the far end of the PCB strip are two blue wires, one soldered to each side of the board. During construction, I connected an ohmmeter to these wires and the meter was set to sound a buzzer if any continuity was observed. This was complicated enough that, if I waited too far into construction, there would be no going back, diagnosing the problem, and making the repair, which would be nearly impossible.

Sections of track with ties are all hand laid to fit in with the PCB sections. Plaster of Paris covers both the PCB sections and some of the wood tie rails and will be scribed to represent brick streets. Ballast was then applied to transition from the brick to the tie section where streets were not to be present.



Here is another view of the yard ladder during construction. Rail is soldered directly to .030" printed circuit board, copper clad on both sides.

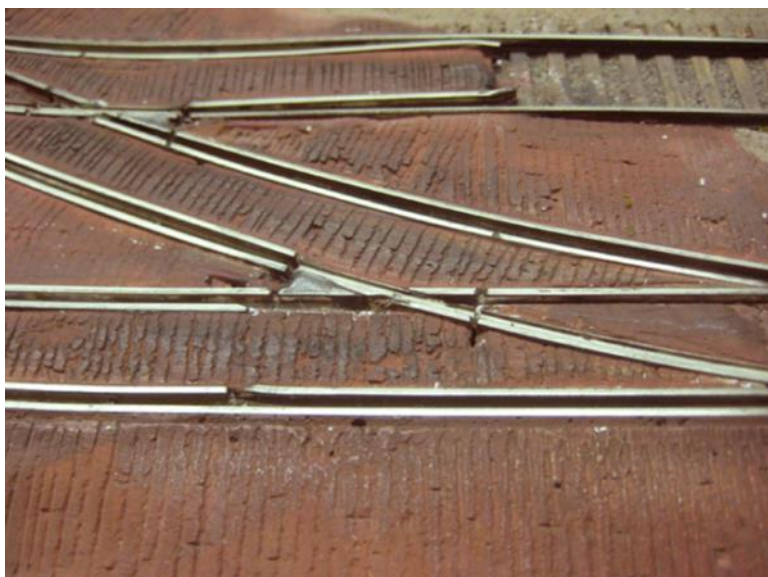


A view of the turnout ladder in the trolley district. The copper clad PC board can be seen where each turnout would fall.

What is really cool about soldering rail to the PCB sheet is that nothing moves. If it is right, it stays that way forever. Also, during construction, if a rail needs to be moved a bit for correcting gauge, it can be easily warmed up and pushed over by stabbing the PCB material with an X-ACTO® #11 blade and levering the rail over as necessary.

Right: Here is a turnout before filling in with plaster. The single point is in the center and the pin hinge is visible at the right end of the point. A hole was later drilled for a piece of 1/8" brass tubing would bring up the operating lever from the switch machine. A small pin can be seen that the lever dropped over to actuate the point.





As mentioned, the paved streets are Plaster of Paris and scribed with a X-ACTO® blade when fully set up. The brick color is a mix of acrylic box car reds and maroons. There is no clear sealer on the brick. The blacking down the center of the rails and a bit on the outside was a fortuitous discovery. When cleaning track over the years, the felt pad that I use with various solvents has picked up the electric arc blacking and the pad has put it where grease and such would fall off of the trolleys.

Left: This is a close up of a frog where all legs are isolated. It is one of several locations where a jumper wire had to be brought to a segment of rail from the turnout machine. The wire was super glued down the middle of the track and buried in the plaster street pavement. This photo also shows the brick pavement after it was scribed, painted, and weathered.



Here is a look at the trolley district peninsula in Boise.



New trolley barn in the trolley district. This structure is a selectively compressed model of an actual car barn that existed in the Pierce Park area of Boise; constructed around 1905.



There is constant labor friction as the main line hires from the local union hall but the trolley is operated by non-union people.



A look at the substation that was at Pierce Park (Boise) and a second located at the western edge of the valley in Middleton, Idaho. The remaining structure in Middleton was the source of information for many details for this model. The distribution wires at the left are taken from a photo obtained from the Idaho State Archive.

DCC Control

The island was wired to the main throttle bus and operates from the same CVP Products, Easy DCC bus wires. Handheld throttles are used in the same way as the steam freight routes on the balance of the railroad. There is a polarity reverser unit on the zone circuit breaker board that allows for the continuous loop and the several ways of getting around inside the district.

Specific Demands On Rolling Stock

The NMRA has done our homework for us and set standards years ago for the weighting of rolling stock based on the length of a given car. It pretty much boils down to four ounces for a forty-foot long car in HO scale.

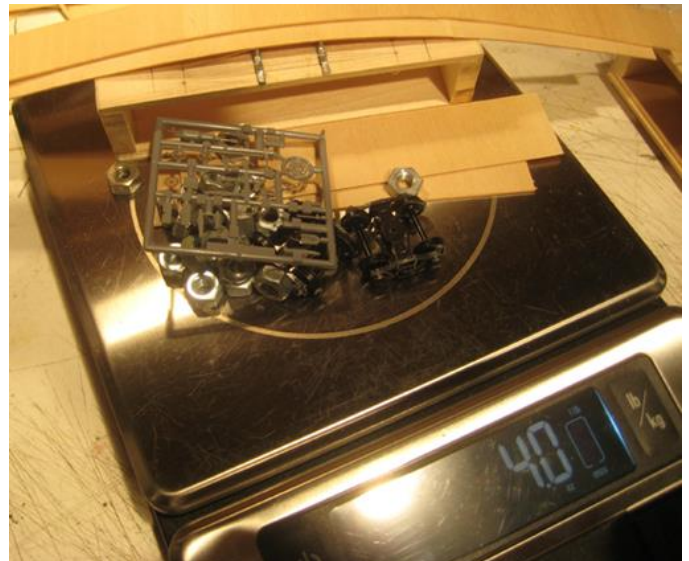
Most of my rolling stock is a bit shorter at thirty six and thirty eight feet; but I settled on four ounces for everything. When I am building freight cars, everything goes on a scale: trucks, couplers, car structure, and then at the last goes the weight added to get to four ounces. I use small machine screw nuts as I was given about one hundred dozen of them years ago and I'll never run out.

In tight radius areas, I have discovered that there is a point of diminishing returns by randomly adding weight. When shoving cars, if there is a heavier car at the far end with lighter cars close to the locomotive, the imbalance will cause the light cars to be pushed off sideways, sort of the opposite of string-lining when pulling.

Operations

Freight hauling is co-mingled with the passenger operations and calls on many of the same consignees that also send out products to the larger railroad that was reviewed in the November 2022 issue of *The Switchlist*.

The tight radius curves and single-point street turnouts would not allow any of the main line steam locomotives and fur-



Measuring the total weight of a car by including all components and any additional weight needed.

ther limits freight cars to those less than forty feet in length.

I am using a car card system of my own design that allows for a varied number of trains and train lengths. It is not dependent on the timing of other trains to provide specific cars for availability. (Again, please see the layout article in the November 2022 *Switchlist*, p.10.)

Over the years, I and my local cadre of pirates have driven a lot of trains on the Boise, Nampa & Owyhee RR, and the presence of the trolleys is a fun addition to the operations adventure.



Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, President

By the time you read this we will be well on our way or arriving at the Prairie Line Experience; the annual convention and celebration of Model Railroading in our region. The 4th Division Host Committee has put together what promises to be a great convention in one of America's great historic railroad towns. In connection with our convention, Tacoma, our host city, is celebrating the 150th Anniversary of the completion of the Prairie Line which brought the Northern Pacific Railroad to Commencement Bay.

I hope you will take advantage of participating in some of the great clinics the Host Committee has lined up. No matter what your area of interest in our hobby is, we'll have some of the best clinicians in the hobby making presentations and answering questions about "how they did that!" For the same reasons, you won't want to miss visiting the Contest Room in the convention hotel. Also, don't miss out on the layout tours. This area is known for its concentration of some of the finest home and club layouts in the country. Even if you are an "old rail hand," you will no doubt learn something new by attending a clinic or participating in a layout tour.

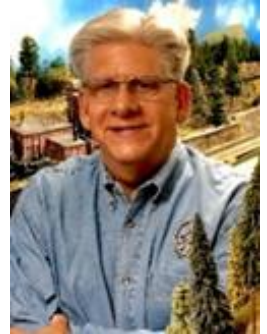
For many of us, catching up with old friends and making new ones will be a highlight of the convention. So don't be afraid to grab a cup of coffee and join in on those casual conversations and talk trains while hanging out and relaxing.

Be sure to join us for the Annual Membership Meeting on Friday morning to meet our Region's Association leadership and find out more about where our Association is headed in the near-term future. Gordy Robinson, NMRA President, will be joining us! If you can't be there in person, I hope you will join us via Zoom.

I look forward to meeting you and chatting about our hobby. Perhaps you would consider lending a hand and helping out on an upcoming project in your home division!

If you think of any way I can be helpful in getting NMRA members more engaged or expanding our membership in your area, please 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.

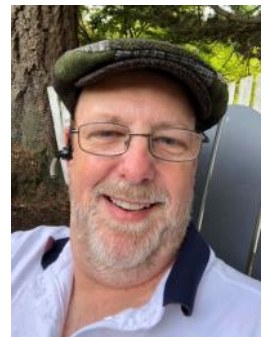
I wish each and every one of you good health and clear tracks ahead! I am humbled and excited to serve as President of the Pacific Northwest Region.



From the Fireman's Side of the Cab

Richard Kürschner, Vice President

Unfortunately, I have no report for this quarter. Work has been keeping me too busy.



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>

Treasurer's Report

Rick Martin, MMR

Hello fellow region members. Financial news can be fun and exciting, or it can be very uninteresting. Well, this report is a little of both.

Not much has occurred on the financial side of PNR with one exception added below. Included with this narrative is a spreadsheet showing the status of what is tracked (see following two pages). Our bank account used for checking activity is a Money Market Account that gains and loses depending on the market. As you can see, the total does not change much until we have expenses, or income. Since we mostly work on a negative budget basis, our balance in that account slowly declines. As mentioned previously, we have two CDs which hold steady, but are influenced by the financial markets. For the most part, they are retaining their original deposits. One will renew this November and the other will renew in 2025.

As to the exception noted above, it has come to my attention regarding our filing with the IRS. PNR is classified as a type of non-profit. In our class, if we do not exceed \$50,000 in income we can file a Form 990. Apparently that filing has not been done for the past few years for a reason that is not understood by this treasurer. Consequently, with the assistance of one of our past treasurers, we have to re-apply for the non-profit status. There is a significant fee associated with this re-application which will hit our already taxed (no pun intended) budget. I will update when more info is available.

I previously asked Board and Committee members to send me their anticipated budgets for the year. Having received none, I used the previous years' activities to estimate what is needed. Should any of you choose to update the budget, please email me what you think you will spend from what is shown. Please note that my email address for the PNR has changed to my other address and is: rick.martin5727@gmail.com.

So I guess I stretched the truth a little when I said, "fun and exciting, *or* uninteresting." But maybe it got your attention a little for a minute or two. Feel free to contact me if you have any questions about the info provided in this report.



PNR Train Orders

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

These are the instructions to resubscribe:

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

**Pacific Northwest Region - NMRA
Budget - Financial Accounts
Overview**

Year 2023	Ref. No.	INCOME	FY Budget	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN - DEC
	Inc 1.	CONVENTION														
	Inc 1.1	Convention Head tax	\$1,000.00	\$804.00	\$0.00	\$0.00										\$804.00
	Inc 1.2	Seed Reimbursement	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00									\$0.00
		TOTAL CONVENTION INCOME	\$2,000.00	\$804.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$804.00
	Inc 2.	INVESTMENT INCOME														
	Inc 2.1	Dividends	\$0.00	\$29.54	\$31.10	\$35.46										\$96.10
	Inc 2.2	Interest	\$0.00	\$34.76	-\$36.88	-\$41.48										-\$43.60
		TOTAL INVESTMENT INCOME	\$0.00	\$64.30	-\$5.78	-\$6.02	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$52.50
	Inc 2.	NMRA Dues Allotment	\$1,700.00													\$0.00
		TOTAL INCOME	\$3,700.00	\$868.30	-\$5.78	-\$6.02	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$856.50
		EXPENSE														
	Exp 1.	AWARDS														
	Exp 1.1	President's Award	\$150.00	\$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	\$1,000.00	\$39.25	\$0.00	\$0.00	\$191.79									\$231.04
	Exp 2.2	Education Program	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00
	Exp 2.3	Webmaster	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00
	Exp 2.4	Model With the Masters	\$500.00	\$0.00	\$0.00	\$0.00										\$0.00
		TOTAL COMMITTEE & PROGRAM	\$1,500.00	\$39.25	\$0.00	\$0.00	\$191.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$231.04
	Exp 3.	CONVENTION														
	Exp 3.1	Seed Money	\$1,000.00	\$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	\$0.00	\$177.00	\$0.00	\$0.00										\$0.00
	Exp 4.2	Support	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00
		TOTAL DIVISION	\$0.00	\$177.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Pacific Northwest Region - NMRA
Budget - Financial Accounts
Overview

Year 2023		FY Budget	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN - DEC
Exp 5.	FINANCIAL INSTITUTION														
Exp 5.1	Bank Fees	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00
Exp 5.2	Investment Fees	\$50.00	\$0.00	\$0.00	\$0.00										\$0.00
	TOTAL FINANCIAL INSTITUTION	\$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 6.	OFFICE														
Exp 6.01	Internal Revenue Service	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00									\$0.00
Exp 6.1	Licenses & Registration	\$50.00	\$0.00	\$0.00	\$0.00										\$0.00
Exp 6.2	Postage & Shipping	\$50.00	\$2.40	\$0.00	\$0.00	\$0.00									\$2.40
Exp 6.3	Zoom Fee	\$150.00	\$0.00	\$0.00	\$0.00										\$0.00
Exp 6.4	Liability Insurance	\$1,500.00	\$0.00	\$0.00	\$0.00										\$0.00
	TOTAL OFFICE	\$1,750.00	\$2.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.40
Exp 7.	OFFICERS														
Exp 7.1	President	\$0.00	\$0.00	\$0.00	\$75.07										\$75.07
Exp 7.2	Vice President	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00
Exp 7.3	Secretary	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00
Exp 7.4	Treasurer	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00
Exp 7.5	Office Manager	\$0.00	\$0.00	\$0.00	\$0.00										\$0.00
	TOTAL OFFICERS	\$0.00	\$0.00	\$0.00	\$75.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75.07
	TOTAL EXPENSE	\$4,450.00	\$218.65	\$0.00	\$75.07	\$191.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$308.51

NET INCOME/EXPENSE

\$547.99

BANKING															
Bnk 1.	Envision Canada														
Bnk 1.1	Chequing		\$4,303.68	\$4,303.68	\$4,303.68										\$12,911.04
Bnk 1.2	Savings, Shares		\$42.75	\$42.75	\$42.75										\$128.25
Bnk 1.3	Term Deposits		\$10,381.55	\$10,381.55	\$10,381.55										\$31,144.65
	TOTAL		\$14,727.98	\$14,727.98	\$14,727.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$44,183.94
Bnk 2.	Fidelity Investments														
Bnk 2.1	Money Market		\$9,672.52	\$9,701.22	\$9,661.61										\$29,035.35
Bnk 2.2	Term CD-1 year		\$3,998.36	\$3,989.92	\$3,987.92										\$11,976.20
Bnk 2.3	Term CD- 3 year		\$10,036.40	\$9,973.20	\$9,970.60										\$29,980.20
	TOTAL		\$23,707.28	\$23,664.34	\$23,620.13	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$70,991.75

All bank balances are month ending

updated 4-10-23

Office Manager's Report

James Keena

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of April 2022 through April 2023. As you can see in Table 1, the Pacific Northwest Region, which is made up of seven (7) Divisions, currently has a total of 1,334 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	Apr-22		May-22		Jun-22		Jul-22		Aug-22		Sep-22		Oct-22		Nov-22		Dec-22		Jan-23		Feb-23		Mar-23		Apr-23		Net +/- over year Apr-Apr
	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	83	1	81	1	82	1	82	1	82	1	83	1	79	1	77	1	83	0	80	0	80	0	79	3	79	3	-4
2	119	1	120	2	118	2	118	2	117	1	119	1	119	1	115	1	128	1	120	0	118	1	119	1	115	1	-4
3	66	1	66	1	65	1	64	1	66	1	67	0	64	0	64	1	65	0	65	0	61	2	65	3	74	3	8
4	453	7	449	7	449	10	447	11	443	10	434	11	435	10	430	10	444	2	445	0	429	10	436	12	432	15	-21
5	207	4	203	4	203	5	200	0	200	6	197	6	200	6	195	4	197	0	193	0	185	4	180	3	175	4	-32
6	204	0	203	1	202	0	204	1	207	1	203	1	199	1	198	1	194	0	201	1	204	2	198	2	198	4	-6
7	274	0	268	0	273	0	275	0	274	1	273	1	270	1	266	1	256	0	259	0	257	1	263	2	261	3	-13
Tot	1402	14	1390	16	1392	19	1390	16	1389	21	1376	21	1366	20	1345	19	1367	3	1363	1	1334	20	1340	26	1334	33	-72

Table 2. New members showing Rail Pass portion by Division

Div	Apr-22		May-22		Jun-22		Jul-22		Aug-22		Sep-22		Oct-22		Nov-22		Dec-22		Jan-23		Feb-23		Mar-23		Apr-23		Total	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	8	1
2	1	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	1	0	5	0	12	1
3	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	5	0	9	2
4	4	1	2	1	5	2	2	1	1	0	3	1	2	0	5	4	1	0	5	0	2	2	5	4	24	4	61	20
5	2	0	0	0	4	1	3	1	2	1	1	0	6	0	1	2	1	0	2	0	1	0	0	1	13	1	36	7
6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	6	2	1	0	9	2	21	6
7	2	0	0	0	3	0	0	0	2	0	0	0	0	0	1	0	0	1	0	0	1	0	5	1	14	1	28	3
Tot	11	1	4	3	13	3	6	2	7	1	6	1	9	0	8	7	2	2	12	0	11	4	14	8	73	8	175	40

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

Div	Apr-22		May-22		Jun-22		Jul-22		Aug-22		Sep-22		Oct-22		Nov-22		Dec-22		Jan-23		Feb-23		Mar-23		Apr-23	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	0	0	2	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	1	0	1	0	1	0	2	0
2	1	0	3	0	1	0	1	0	1	1	2	0	1	0	1	0	0	0	2	0	1	1	2	0	4	0
3	0	0	0	0	2	0	1	0	0	0	1	0	3	0	0	0	0	0	1	0	2	0	1	0	2	0
4	4	1	8	0	9	0	4	0	12	0	14	0	16	1	8	2	9	0	7	0	10	1	10	1	8	0
5	5	1	5	0	3	0	6	0	3	0	4	0	3	0	2	1	2	1	1	0	5	0	3	1	10	0
6	4	0	3	0	1	0	0	0	1	0	4	0	4	0	2	0	4	1	1	0	14	0	9	0	3	0
7	3	0	2	0	1	0	2	0	3	0	1	0	3	0	5	0	11	1	2	0	2	0	2	0	7	0
Tot	17	2	23	0	17	0	14	0	21	1	26	0	34	1	18	3	26	3	15	0	35	2	28	2	36	0

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

Div	Apr-22		May-22		Jun-22		Jul-22		Aug-22		Sep-22		Oct-22		Nov-22		Dec-22		Jan-23		Feb-23		Mar-23		Apr-23	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	1	0	1	0	1	0
2	1	0	1	0	3	0	1	0	0	0	1	1	2	0	1	0	1	0	0	0	2	0	1	1	2	0
3	2	0	0	0	0	0	2	0	1	0	0	0	1	0	2	0	0	0	0	0	1	0	1	0	1	0
4	5	0	4	1	5	0	9	0	4	0	12	0	5	0	15	0	7	2	4	1	5	1	8	0	10	1
5	5	1	3	1	5	0	3	0	5	0	3	0	4	0	2	1	1	1	2	1	1	0	4	0	4	1
6	5	0	4	0	3	0	1	0	0	0	1	0	4	0	4	0	2	0	2	1	0	0	13	0	9	0
7	3	0	2	0	3	0	0	0	2	0	3	0	1	0	1	0	3	0	11	0	2	0	2	0	1	0
Tot	21	1	14	2	20	0	16	0	12	0	21	1	17	0	29	1	14	3	19	3	12	1	30	1	28	2

Achievement Program Report

Bill Fassett, AP Manager

The Region has recognized FOUR Master Model Railroaders since the last issue of *The Switchlist*! See below for further information about John Decker, Bob Jekel, Rick Martin, and Warren Smith. They will be recognized at the Convention Banquet in Tacoma on May 13.

Clinics at the Convention

Speaking of Tacoma ... there will be two Achievement Program-related clinics offered on Thursday afternoon at the Convention: AP 101, a general overview and update on the AP program; and AP 102, in which Bob Parrish and I will work in a hands-on group setting to help you learn how to evaluate your own structures or cars using the NMRA guidelines and matrices.

Featured Category: AP Certificate for Model Railroad Author

“Writing is easy. All you do is stare at a blank sheet of paper until drops of blood form on your forehead.”—attributed to Gene Fowler.

“There are two types of public speakers. Those who get nervous, and those who are liars.”—attributed to Mark Twain.

The Achievement Program Certificate for Model Railroad Author includes opportunities to engage in what many people consider among the most challenging of personal activities—speaking publicly and writing. Credit for the certificate is granted for published articles, live clinics, or electronic publications related to :

- Model railroading
- Prototype railroading that have application to model railroading, and
- Items needed for the administration of the NMRA, its regions, or divisions.

Along with Association Official and Association Volunteer, Model Railroad Author meets the need to complete at least one category in Service to the Hobby to achieve MMR status.

One saving feature of the certificate is that credit is given for PICTURES, which are not quite worth a thousand words, but close enough! Also, credit is given for SCALE DRAWINGS of prototypes or track plans.

The rough measure for receiving credit for published material is the page count. In general, an article in *The Switchlist* (a regional publication) that takes up 1 page counts for 2 points of the 42 total points needed. A national publication counts for 3 points per page, and Division or 100% NMRA club newsletters count for 1 point per page. Scale drawings of prototypes count double.

An example of a published article in *The Switchlist*

Switchlist Editor Greg Kujawa has sought articles from members about their own layouts. Charlie Hutto’s submission in the February 2023 issue is a good example of an interesting such report. Including his pictures and track plan, the article comprised 3 full pages, and would be worth 6 points. Charlie needs to keep track somewhere of the citation to this article, which could be Charlie Hutto, Train in a Shed, *Switchlist* (PNR), February 2023, pp. 9-11. It will be helpful if he also copies the link to the article on the PNR website, which would be https://pnr.nmra.org/switchlist/Switchlist_202302.pdf

The “modern” way to track your publications and presentations is using a spreadsheet, such as Excel, and it turns out that Greg Kujawa keeps such a spreadsheet for articles published in *The Switchlist*, which is available to your Division AP manager.

The NMRA also has a Record and Validation form on its website (click [here](#)) that you can use. The image to the right is an example of how Charlie could fill it out:

The R&V form or an electronic file or spreadsheet can be submitted with the SOQ.

Reports

Written reports by officers or committee chairs in *The Switchlist* or Division publications count the same as other articles, including pic-

ACHIEVEMENT PROGRAM MODEL RAILROAD AUTHOR RECORD AND VALIDATION FORM FEBRUARY 2019				
PLEASE ATTACH THIS FORM TO A COMPLETED STATEMENT OF QUALIFICATIONS (SOQ) FORM. USE MULTIPLE PAGES IF NEEDED OR YOUR OWN FORM WITH THE INFORMATION.				
Member's Name: Charlie Hutto		NMRA #: _____		
Date Submitted: _____		Region: PNR		
NAME OF PUBLICATION	TITLE OF ARTICLE/DATE	POINTS PER PAGE	NUMBER OF PAGES	TOTAL POINTS
The Switchlist	Train in a Shed, February 2023, pp 9-11	2	3	6

tures within them. Simple listings of events or tables are not typically given credit. Reports only count if they relate to NMRA administration.

Pictures

Pictures included in an article are counted among the pages of the article, as they were for Charlie Hutto. However, our Editor included some prototype pictures that he submitted to the Great Northern Railway Historical Society Modelers' Pages, including this one of a beat-up GN gondola #78704:

Although Greg did not write the accompanying text, his four photos took up a total of three pages when published, and counted for 12 points (3 points per page in a national publication).



Great Northern gondola 78704 on the house track at the depot in Libby, Montana; January 1, 2002. Greg Kujawa photo

Clinics

Live clinics receive 3 points for a national convention, 2 points for a regional convention, and 2 points at the Division level. A clinic must be at least 30 minutes in length, and a copy of the clinic handout must be available for review at the Region level. Clinics provided over Zoom, etc., are also considered live clinics.

Electronic publications

The definition of electronic publications is subject to interpretation. Check with your Division AP manager to help you distinguish between electronic publications and electronic versions of print publications.

Points required

A total of 42 points is required for the certificate. No more than 21 points can come from Division or 100% NMRA club newsletters, and no more than 21 can come from electronic publications.

Relationship to other award categories

Clinic presentations count towards AUTHOR the first time they are presented. Subsequent presentations count towards the Association Volunteer category. A member who holds the AUTHOR certificate may apply their first presentation to VOLUNTEER instead of AUTHOR. Clinics earn 3 time units for national presentations, 2 for region clinics, and 1 time unit for division clinics.

Paperwork Reduction

The national AP manager reserves the right to review credit given for AUTHOR, so links to online copies or .pdf files of articles and handouts are needed. Electronic copies are preferred over paper copies.

Awards Earned Since the Last *Switchlist*

Master Model Railroader. The following members have achieved the status of Master Model Railroader:

John Decker—Kennewick, WA (Division 5). John received his first award in 1980 and finished his CARS certificate in 2023. John is past Superintendent of Division 5, and has chaired at least two PNR conventions. He is a leader in the Tri-City Model Railroaders.

Bob Jekel—Pasco, WA (Division 5). Bob is also a past superintendent of Division 5, and has been a leader in the Tri-Cities Model Railroaders. He operates Parkade Hobbies in Kennewick.

Rick Martin—Coeur d'Alene, ID (Division 5). Rick, who is the current PNR Treasurer, is a long-time member of River City Modelers in Spokane.

Warren Smith—Meridian, ID (Division 3). Warren's first award, for Chief Dispatcher, was in 2014, and he completed his requirements for STRUCTURES and CIVIL in 2023. Along the way, he received awards for CARS, SCENERY, ELECTRICAL, and VOLUNTEER. He serves on the Standards and Conformance committee of the NMRA.

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

William Ash

Doug Hicks

Bernie Dansereau

Rupert James

Ian McIntosh

Ron Symes

Merit Awards—The following members have earned Merit Awards:

Ross Dando—Cars (2)

John Decker—Cars (3); Scenery

Dennis Dreher—Civil (3); Scenery; Structures (6)

Bill Fassett—Structures

Robert Jekel—Cars

Doug Johnson—Structures

Rick Martin—Civil (3)

Bob Parrish—Structures (2)

Robert Ray—Motive Power (3)

Warren Smith—Civil (3), Structures

Richard St. Clair—Structures

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

Larry Baxter—Chief Dispatcher

John Decker—Master Builder – Cars

Dennis Dreher—Master Builder – Cars; Master Builder – Structures; Model Railroad Engineer – Civil

Joe Green—Model Railroad Author

Ray Hagele—Association Volunteer

Clete Hastings—Association Volunteer

James Hochstein—Association Volunteer

Robert Jekel—Master Builder – Cars

Doug Johnson—Association Volunteer

Rick Martin—Chief Dispatcher; Model Railroad Engineer – Civil

Robert Ray—Master Builder – Motive Power

Warren Smith—Master Builder – Structures; Model Railroad Engineer – Civil

Scott Surber—Association Volunteer
Richard St. Clair—Master Builder – Structures
Tamara Whipple—Association Volunteer
Peter Ulvestad—Chief Dispatcher
Nolan Woodward—Association Volunteer

The AP Team congratulates these superior model railroaders!

Selected Pictures

Here's a picture taken at the Bremerton Northern Model Railroad (4th Division) and posted on their website, taken by Mike Bay a local area photographer. I'm posting this in particular because the BNMR is a significant producer of Association Volunteer certificates, owing to the club's open houses for the public. The BNMR is celebrating their 50th anniversary in 2023.



Division Reports

1st Division

Rich Pitter, Superintendent

We have a mini-meet on Saturday, July 1, in Eugene, at the clubhouse for the Gainsborough gated community, located at 2555 Lansdown Rd. Take I-5 to Exit 195 and get on OR Highway 569, the Randy Pape Beltline headed west to Exit 7, the Northwest Expressway. Go north to the traffic light, which is Irving Rd and turn right. Gainsborough is at Lansdown Rd., the second street on the right. Follow Lansdown Rd. to the clubhouse on the left. The gate opens at 8 a.m. Our program will begin at 9. We are getting back on track after a few years of COVID-inspired distancing. Last fall, we had a mini-meet in Albany that was a much welcomed reunion of friends. Even if you do not usually attend, consider joining us. Carpool with other members and bring along non-NMRA friends who are interested in model railroading.

If you have a clinic to present or a modeling technique that you would like to share, contact Rich Pitter (richpitter@aol.com or 541-636-3833).

2nd Division

Jeff Shultz, Superintendent

In this quarter, the 2nd Division has held meets at the Wilsonville Public Library in January and April. The January meet featured Robert Leatha with a presentation on his helix and under-construction layout, and Phil Selinger with a presentation on the Maryland & Pennsylvania RR and his Ma & Pa layout, one of three layouts he has. Video: <https://www.youtube.com/watch?v=sob3Aovj3I>

Our April meet featured a presentation by Geoff Bunza on the new DIY Operating Steam Throttle, occasionally called the Steam ProtoThrottle. Craig Larson presented a clinic on his basement-filling Cascade & Deschutes layout, with an excellent video created by his nephew, who is an engineer for BNSF, and Craig also opened his layout for tours after the meet.

Video: <https://www.youtube.com/watch?v=meNR0E5AKDw>

The June meet, tentatively scheduled for the 17th, will be at a different location, which we are still working on.

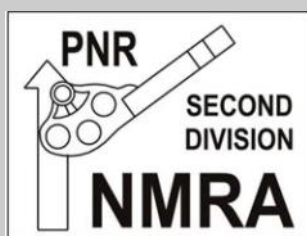
3rd Division

Shelley Shelstad, Superintendent

It's been a very active and entertaining spring for the 3rd division. In March, we held our annual "Spring Meet." More than a third of the active membership attended the day-long event, which included clinics, model displays, AP judging, a silent auction, group lunch, business meeting, and a layout tour. It was great to see so many members at one time again.

In April, 17 members and friends made a road trip 130 miles to the Twin Falls area to visit the two clubs located in that area. We made lots of new friends and got to enjoy seeing permanent layouts in N, HO, O 3-rail, and G scales. Model railroading is alive and well in Idaho's "Magic Valley."

Now we are gearing up for a summer of conventions—with several national conventions happening within driving distance of southern Idaho: our Regional in Tacoma in May; the N-Scale National in Reno in June; the O-Scale National in Denver in June; and the Narrow Gauge National in Denver in September. We hear that a number of local model railroaders are planning to attend one or more of these conventions. And of course, there is the NMRA National in Dallas in August. Not driving distance, but still a "doable trip". I have my Dallas reservations and it looks like it will be a fantastic convention. I encourage everyone to consider attending one or more of these major events. The things you'll see, the things you'll do, the things you'll learn, and the new friends you'll make are well worth the expense of travelling to one of these conventions.



2nd Division Meets Online

2nd Division has scheduled Meets on the 3rd Saturday of each month. For more info, see: <https://2dpnr.org/html/events.html>. Recorded Zoom Meets are at: <https://www.youtube.com/channel/UCWMrJ-wg0pHqoke3px4F66g>

4th Division

Bill Messecar, MMR, Superintendent

By the time you read this, Kurt Laidlaw and his team will have delivered a wonderful PNR convention “Prairie Line Experience” in Tacoma, Washington, May 10-13. Hope you were able to attend the many great clinics, layout tours, operating sessions, model contest, and displays. I also hope to greet you when you stop by my Santa Fe 3rd District of LA Division HO layout at my home in Kent, Washington.

During 2023, we continue to host monthly on-line clinics in various parts of Puget Sound as well as a monthly layout tour led by Burr Stewart and Lee Marsh (his layout was featured on the Model Railroader cover two months in a row). This program has been running since May of 2020 and, along with our local clinics, we have recorded and posted to our 4D YouTube channel 160 programs. We now have 2,000 subscribers, and over 275,000 views. If you haven’t checked out these clinics and tours, they are easy to find on YouTube by typing in “4DPNR” or visit <https://www.youtube.com/c/4DPNRMovies>. You can also check for future programs and their meeting dates and times by visiting our online newsletter, the [4D Grab Iron](#). There’s a lot to see from N scale, HO_{n3}, HO, S, and O gauge layouts. The tours will take a break this summer but look for them to resume September 9, 2023. Check it out!

Elections are underway for an Assistant Superintendent and two Board of Directors for the 4th Division. Winners of the election, as well as the recipient of the Golden Grab Iron for outstanding service to the 4th Division, will be announced at the 4D membership meeting to be held Saturday, May 20 via Zoom.

5th Division

Peter Armstrong, Superintendent

No report this quarter.

6th Division

Ed Molenkamp, Superintendent

No report this quarter.

7th Division

Victor Gilbert, Superintendent

The usual 7th Division events (RMMBC and VTEx) are in the planning stages for the upcoming year.

The Railway Modelers Meet of British Columbia (RMMBC) is scheduled for May 2023. The RMMBC Committee is planning an In-Person meet. A “Virtual prologue” will be held on May 4th and 18th, with the In-Person meet the weekend of May 26th. Check out the RMMBC website (<http://railwaymodellermeeetofbc.ca>) for details.

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

The Sea to Sky Model Train and Hobby Show 2023 was held in Squamish, British Columbia, on March 18th and 19th, 2023, and was well attended.

The Nanaimo Model Train 2023 was held in Nanaimo, British Columbia, on April 2, 2023, and was well attended.



4th Division Online Resources Open to All

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

The **Surrey Excursion**, the PNR 2024 Convention, is a GO!!! What I can say now is that the Convention will be held in Surrey, British Columbia, at the Sheraton Gilford. Our Convention Committee has a great program in the works. They will be announcing details at the “Prairie Line Experience” in Tacoma.

The 7th Division is thankful for our division members who continue delivering an exceptional experience to the Model Railroad community, whether Virtual or In-Person.



NMRA Partnership Program

NMRA members go to the NMRA website and log in at [Member Log-In](#). Then click on the *Benefits* tab to view the NMRA Partnership Program. Please patronize all of our partners for some fantastic discounts as an NMRA member! Current partners are listed below.

CatzPaw Innovations	LARC Products	Scenery Solutions
Clever Models LLC	Logic Rail Technologies	Showcase Miniatures
Coastmans Scenic Products	MAC Rail, LLC	Team Track Models
Conowingo Models	Micro-Mark	The N Scale Architect
Custom Model Railroads, LLC	Mine Mount Models, LLC	The Old Depot Gallery
Daylight Sales	Miniprints	Tichy Train Group
Deepwoods Software	Model Rectifier Corp. (MRC)	Touch of the Brush Model Weathering
Deluxe Materials	Model Train Catalogue	Train Installations, LLC
Digikeijs	Modelers Decals & Paint	Trainmasters TV / Model Railroad Hobbyist Store
Dwarvin Enterprises, Ltd.	Motrak Models	Train Show, Inc
East Coast Circuits	New Creations Victorian Railroad Buildings	Trainz
Feight Studios	Nick and Nora Designs	TSG Multimedia
Gatorfoam	Northlandz	UGEARS
Great Decals!	NscaleWorks	Unreal Details
Green Frog Productions	Old West Scenery	USA Airbrush Supply / Badger Airbrush
Hot Wire Foam Factory	Ram Track	WiFi Model Railroad LLC
K.I.S.S. Method Inc	RR-CirKits, Inc	
LaBelle Woodworking Co.	Scale Model Plans	

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 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.

**YOUR PERSONAL AD OR REQUEST FOR
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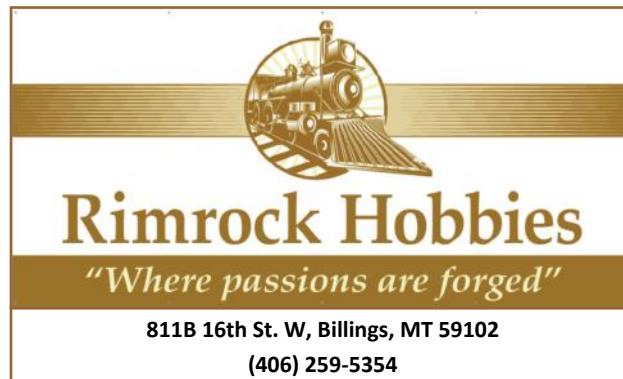
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Do you have "excess" model railroad equipment, kits, or supplies?

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

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

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

MOW Shed Kits Are Still Available!

Jeff Herrmann, President

PNR has about 25 Maintenance-of-Way shed kits still available for sale at \$30 each. These kits were the ones used for the Modeling-With-the-Masters clinic at the 2022 PNR Convention in Eugene. The kit was originally produced by Motrack Models and the instructions have been updated and improved by Jack Hamilton, MMR. It is appropriate for nearly any road and era and will make a nice addition to your layout!

Send a check for \$30 per kit to:

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

Make checks payable to: Pacific Northwest Region–NMRA

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



We were asked by MCR Cincinnati Division 7 to make the PNR membership aware of the following opportunity. —Editor

Limited-Edition, HO Scale Freight Car Available for Sale/Purchase Through Cincinnati Division 7

Cincinnati Division 7 is now offering a new, Limited-Edition, HO scale freight car for sale/purchase: a N&W HC-46 ACF 2-Bay Covered Hopper in a unique repaint scheme with patched-out data.

The following link provides details about the car as well as pricing, shipping, and ordering information:

<https://www.cincy-div7.org/projects.html>

We thank you in advance for your support!

Paul Maciulewicz

NMRA; MCR; Cincinnati Division 7
Car Projects Chairman



Timetable

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

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

2023

May 10–14, Tacoma, WA

2023 Pacific Northwest Region Convention "The Prairie Line Experience" including multiple tracks of clinics, layout tours spanning the region, contests, AP evaluations, train spotting opportunities, tours, and non-rail events. At the Comfort Inn and Suites. Info: www.pnrtacoma2023.org

May 13 (Sat), Stony Plain, AB

Model Railroad Spring Swap Meet. Stony Plain and Parkland Pioneer Museum, Founders' Building, 5129 - 41 Avenue. 10 a.m.–1 p.m. Admission: \$5 Info: Larry Avery, lavery334@gmail.com, 780-715-6165

May 13 (Sat), Keizer, OR

Garage Sale 9–4 Willamette Valley Model Railroad Museum. Directions: I-5 to Brooks Exit #263. Head West on Brooklake Rd. Turn North at the Powerland Heritage Park entrance, and take the first turn past the farmhouse on the left. The Museum and members will be selling items at the Garage Sale. Lots of train items (Gauges HO, O, S, N), maybe G scale. Tools, decorations, books of all kinds, and many non-train items. The HO trains on the Siskiyou Line inside the Museum will be running during the sale. New members are welcome Info: www.WVMRM.org, macinnej@msn.com, 503-581-6071

May 19–21, Regina, AB

Queen City Express 6th Division, Pacific Northwest Region, National Model Railroad Association, Spring Meet. Info: www.queencityexpress.ca.

May 26–28, Burnaby, BC

Railway Modelers Meet of British Columbia (RMMBC) Virtual (May 4 and 18), and live at Simon Fraser University. The emphasis is primarily on "modelling," as the name implies, with many interesting clinics, layout tours, and operating sessions. Latest information at: www.railwaymodellersmeetofbc.ca/

Jun 2–4, OR

Western Oregon Operations: <https://woopsonline.org/>

Aug 13 (Sun), Parksville, BC

Parksville Museum Railway Day: Sunday August 13th from 10 a.m. to 4 p.m. Layouts, swap tables, concessions, and music. Entry and swap table cost by donation. Further details forthcoming by the end of March. Contact Colin Frame at frameasc@gmail.com

Oct 14 (Sat), Calgary, AB

42nd Annual Boomer Auction. Sponsored by South Bank Short Lines (www.sbsltrains.ca). St. Andrews Presbyterian Church, 703 Heritage Dr. SW. Setup and viewing 8:30 a.m., dining car opens 9:30 a.m. Auction starts at 10:00 a.m.

Oct 14 (Sat), Spokane, WA

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

Oct 15 (Sun), Spokane, WA

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

Oct 15 (Sun), Calgary, AB

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

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



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NATIONAL TRAIN SHOW

August 25-27

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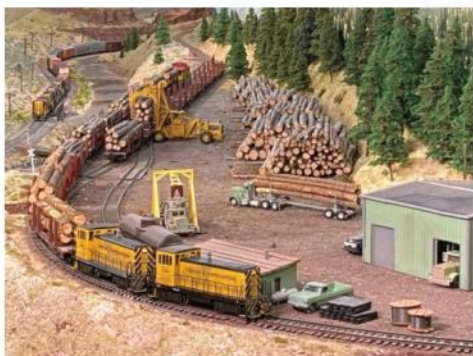
SIG ACTIVITIES

LAYOUT TOURS

OPERATION SESSIONS

CONTEST AND DISPLAY

FREEMO-N OPERATIONS



RAIL TOURS

Texo Grain Mill

Private Railcars

TexRail Back Shop

Texas State Railroad

Trinity Rail Car Plant

BNSF Intermodal Yard

Six Flags Railroad Shop

Grapevine Vintage Railroad

McKinney Ave Trolley Shops

Trinity Tank Car Cleaning Plant

BNSF National Operations Center

Museum of the American Railroad

BNSF Private Western Art Collection

T&P, Santa Fe, & Dallas Union Stations

Fort Worth & Western Railroad Back Shop

Union Pacific Dallas International Terminal

Light Rail & Commuter Shops (DART & TRE)

GENERAL INTEREST

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Fort Worth Stockyards

Grapevine Wine Tour

Sixth Floor Museum

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Globe Life Park

AT&T Stadium

Dealey Plaza

NMRA *National Convention*

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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

