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Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH ENGINEMEN'S DAILY REGISTER

Yard

19

JOB Work ed	Highest Runout Number	Left Round House or Side Track	SHIFT WORKED		Arrived Round House or Side Track	HOURS WORKED			Accumulated Miles	Explanation of Meal Period, Overtime, Delays, etc.
			Began Work	Quit Work		Straight Time	Over Time	Total		

Illinois Central Gulf

Switchlist

YRS15, Friday, February 7, 1982
Time: 7:15 AM Throttle: 0
Operator: Drew Madore
Job #: 1-027
UP 2701 Cabir: 199044



Form 81
SWITCH CARS CAR
AVOID ROUTE
San
Hamar Colo. Ch 276
(Insert Name of SWITC

Train No.	Engine No.	Station	Time
350/p	470/p	1-3-18	6/p M.

CAR	Initials	No.	Contents	Destination	Consignee	Tonnage
1						
32		468820	70	70		
33		69262	72	72		
34		68758	72	72		



Editor:Greg Kujawa, MMR
406.589.6256Email: switchlist@pnr.nmra.org.

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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A Few Changes

Maybe you've noticed that the *NMRA Magazine* and website have been looking different lately. This is the result of an NMRA study conducted last year and which PNR President Jeff Herrmann described in the November 2025 *Switchlist*. The NMRA "rebranding" strategy includes the regions and divisions transitioning to the new look in 2026.

As part of this effort, *The Switchlist* and the [PNR website](#) have a new PNR logo, text fonts, and color scheme that fall within the NMRA graphic standards. Our amazing Webmaster Peter Ulvestad and I worked through a few alternatives and came up with what you see. Jeff Herrmann and Kurt Laidlaw also provided input. Not everyone likes change, but we hope you find these to be acceptable. I think the dark teal, blue, and tan colors represent our Pacific Northwest forests, blue sky, and earth, respectively. You'll also see an occasional use of yellow (think aspens and cottonwoods in the fall and ripe wheat fields). I hope these changes aren't too distracting. If they are, I apologize. But remember, the contents are more important than the container. More on that below.

Speaking of important content, the PNR convention, [Oregon Rails 2026](#), is fast approaching. Convention Chair Dave Holden lays out quite a list of activities plus the schedule. Better start making your plans. Especially note that **Early Bird Registration ends in two weeks — February 28th**. Jack Hamilton is lining up a Modeling With the Masters® session for the convention in Tigard. See page 8. Also on that same page is an update on [Puget Sound Express](#), the 2027 NMRA National Convention being held in Tacoma.

A few key regional announcements need your attention and action: The Call for Nominations for the PNR President and VP is still open (p.5); and we also need nominations for the 2026 PNR President's Award (p.6). These are time-sensitive, so don't delay!

Speaking of the PNR President and changes, Jeff Herrmann has accepted a role on the NMRA Board of Directors. Jeff will be the new Regional Advisory Council (RAC) Director. Congratulations, Jeff! See p.7 for details.

On pp.9-10, Greg Wright, MMR, describes how Jim Elder earned his AP Volunteer certificate by supporting Chuck Ricketts, MMR, when Chuck's health began declining.

The *In Memoriam* section (p.11) lists PNR members who have recently passed away. Also take a moment to read the announcements about the passing of Warren Smith, MMR, and Mark Dance.

Page 14 lists the PNR's newest members. Please check the member names and their home towns and reach out to connect with these folks through your division superintendent.

This edition of *The Switchlist* has three feature articles. The first is a "meta" article (an article about articles) and is a strong pitch for contributing "contents" for the newsletter. In other words, we need you to help "fill the container." Of course, you also need to read the other two: Trick Shots for Building Freight Cars – Part 3; and Kitbashed Billboard with Arduino Controls.

The PNR officer, staff, and division superintendent quarterly reports begin on p.26. The PNR Interchange (p.35) has a new business listed—PNP Trains, located in Renton, WA. And, check out the extensive list of upcoming events in the Timetable (pp.36-37).

As always, stay safe and happy modeling!

Greg Kujawa, MMR, Editor

PNR News and Announcements

Oregon Rails 2026 Update

Dave Holden, Convention Committee Chair, 2nd Division

The 2026 PNR Convention, Oregon Rails 2026, will be held at the Embassy Suites by Hilton in Tigard, Oregon, from May 13 to May 16. The most up-to-date information is available on the convention website at [Oregon Rails 2026](#). You can also find the link at the [PNR Upcoming Events](#) page.

Registration

You can register for the convention by following the [Click here to register](#) hyperlink on the [Oregon Rails 2026](#) home page. Attendees who register before February 28th are entitled to the early bird full fare convention rate of \$110.00. Starting March 1st, the full fare rate will be \$130.00.

Accommodations

You can make hotel reservations at the special convention rate through the following hyperlink: [Embassy Suites by Hilton Tigard](#). You can also call the hotel's sales office at 503-746-2010 and be sure to let them know you'll be attending the PNR convention. The hotel offers complimentary cook-to-order breakfasts from 6:30 until 9:00 am to all registered guests, including those attending the convention. The hotel also offers a complimentary evening reception to all registered guests, featuring cocktails and snacks. The hotel is near Washington Square Mall and nine miles from downtown Portland.

Clinics

We have over 20 clinics scheduled for Thursday and Friday, on a wide variety of subjects such as scenery, structures, operation, animation control, lighting, and sound. If you would like to present a clinic, please contact Clinic Coordinator Greg Baker at 2026clinics@2dpnr.org.

Modeling With the Masters®

A Modeling with the Masters® clinic is scheduled for Wednesday, May 13. You can sign up when registering online for the convention. Jack Hamilton provides a brief announcement about the MWTM session on p.8.

Layout Tours and Operating Sessions

We'll have lots of layouts open for tours. Layout tours are scheduled for Wednesday, Thursday, and Friday. One example of the many fine layouts open for tours during the convention is Philip Selinger's Ma and Pa layout. See the photos on this and the next page to get a teaser look at Phil's layout and modeling skills. Phil actually has three layouts: the Ma and Pa circa 1914, the Pennsy circa 1910, and the Royal Bavarian Railway circa 1920. How can someone possibly have three layouts, when most of us struggle to shoehorn one into whatever space we can muster? The best way to find out is to register for Oregon Rails 2026 and visit the owner.

Operating sessions are scheduled for Friday and Saturday. If you like operations, the greater Portland



Embassy Suites by Hilton Tigard. Photo courtesy of Embassy Suites Hotel



A scene on Phil Selinger's Ma and Pa HO layout. Dave Holden photo



Three more beautifully modeled scenes on Phil Selinger's layout. Dave Holden photos

area is an operations hot spot, featuring everything from N scale basement empires to G scale garden layouts. We are currently working with several layout owners for tours and operating sessions. If you are interested in participating in an op session, please indicate your preference when registering online.

Prototype Tour

A tour of the Tri-County Metropolitan Transportation District (TRIMET) shops in Wilsonville is planned for Thursday afternoon. Attendees who are interested can ride the Westside Express (WES) commuter train to any location on the line, although they should plan for returning to the Wilsonville stop. If you are interested in this tour, please indicate your preference when registering online.



Celebration of Models and AP Evaluations

We strongly encourage attendees to bring models for the People's Choice Contest, Contest Judging, AP Evaluations, or simply for display. Works in progress are welcome.

Achievement Program evaluations will be offered to attendees participating in the AP program. As has been done for recent conventions, AP evaluations will be by appointment on Thursday and Friday (and possibly Saturday morning) in the Celebration Room. You will select your appointment when you arrive at the Celebration Room. For more information, see Bill Fassett's AP Report on p.30.

Annual General Meeting

The Annual General Meeting will be held Saturday morning at 9 am

Convention Schedule (may be subject to change)

Wednesday, May 13

Modeling With the Masters: 9 am-5 pm; sign up during online registration

Layout Tours: 7 pm-10 pm

Thursday May 14

Clinics: 9 am-6 pm

Celebration Room: 9 am-6 pm

Plus-One Room/Events: 9 am-6 pm

Prototype Tour: 3:30 pm-6 pm, TRIMET Shops, Wilsonville

Layout Tours: 7 pm-10 pm

Friday, May 15

Clinics: 9 am-6 pm
Celebration Room: 9 am-6 pm
Plus-One Room/Events: 9 am-6 pm
Layout Tours: 1:30 pm-10 pm
Op Sessions: 1:30 pm-10 pm

Saturday, May 16

Annual General Meeting: 9 am-11 am
Op Sessions: 11 am-4 pm
No-Host Bar: 5 pm
Banquet/Awards: 6 pm-9 pm

For more information

Convention Chair: David Holden, 2026Chair@2dpnr.org
Assistant Convention Show Chair, 2026Vice@2dpnr.org
Clinic Coordinator: Greg Baker, 2026clinics@2dpnr.org
Convention Registrar: Lori Sebelley, 2026registrar@2dpnr.org

REMINDER!

PNR President and Vice President Election— Call for Nominations

Shirley Sample, PNR Nominating Committee Chair

It's that time again! 2026 is the year that we elect a new President and VP of the PNR. It is the job of the nominations committee to come up with at least two candidates for each position. Most business is conducted via emails.

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

If you are interested in being nominated or can think of someone who might be willing, please let one of the committee members know so that person can be contacted to confirm. Then we can get a candidate profile on them to be published in the next issue of *The Switchlist*. Nominations deadline is April 15, 2026.

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

Duties of BOD Members

1. The President shall:
 - a. Preside over meetings of the BOD and the Annual Membership Meeting.
 - b. Sign all contracts or other instruments in writing authorized by the BOD.
 - c. Be bonded in an amount sufficient to cover all PNR assets.
 - d. Call special meetings of the BOD whenever deemed necessary.
 - e. Have and exercise, under the direction of the BOD, the general administration of the affairs of PNR.
 - f. Be responsible for enforcing the Bylaws and Policies of PNR.
 - g. Appoint various officers and committees as needed with approval of the BOD.
 - h. Appoint various committee chairs without the advice and consent of the BOD.
2. The Vice President shall:
 - a. Perform the duties of the President during his or her absence.
 - b. Assist the President as requested.

- c. Be responsible for membership promotion.

Eligibility

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

Nominations

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

2026 PNR President's Award—Call for Nominations

Dave Liesse, Chair

Nominations for the PNR President's Award for 2026 are now open. Any member of the Pacific Northwest Region may submit one or more nominations following the procedures listed below.

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

This is not a popularity contest and nominations should be held in confidence. Send them directly to the committee chair, Dave Liesse, to be received **no later than 31 March 2026**. Please use one of the following addresses:

Email: nmradave@liessefamily.net

Regular mail:

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

Nominations must include the following:

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

- Creative contribution to the NMRA, PNR, or division
- Other significant contributions in support of the hobby
- Additional comments in support of the nomination

Previous winners may win the award again, but not if they've won in the last three years. Committee members, naturally enough, are also ineligible. The following are not eligible this year:

- Jeff Herrmann (PNR president)
- Bob Stafford (PNR vice president)
- Dave Liesse (committee chair)
- Bill Fassett (2025 winner)
- Bob Parrish (2024 winner)
- Greg Kujawa (2023 winner)

For further information, please refer to PNR Policy M-2, found on page 24 of the PNR Policy Manual. The manual can be found on the PNR website at: pnr.nmra.org/policies.

Jeff Herrmann Elected to NMRA Board of Directors

NMRA Headquarters

Jeff Herrmann, MMR, was recently elected to serve a three-year term on the NMRA Board of Directors as Regional Advisory Council Director. The term will begin in July, 2026. In this capacity, he will help develop policies for the benefit of all NMRA members and maintain liaison between the Regions and the NMRA through the user of the Regional Advisory Council that is comprised of the 17 NMRA Region Presidents. His specific role will be to keep the NMRA informed of Region issues and desires and to the NMRA such recommendations as are made by Region members.

Jeff is completing his third term as President of the Pacific Northwest Region and models in HO, HOn3, and has a growing interest in On30 narrow gauge.

He retired from a more than 40-year career in executive management in the Boy Scouts of America and is a CNP (Certified Not-for-Profit Professional). During his professional career, he served as President and Chief Executive Officer of Boy Scout Councils in Little Rock, Miami, Denver, and Santa Ana, California, as well as other leadership positions in the local council in Dallas and the National Headquarters. He has expertise in not-for-profit business management, board development, and expanding organizational capacity. Professionally, he led organizations through organizational cultural change to achieve top-level recognition by Charity Navigator and Best Places to Work, among others.



Jeff has also served on the board of directors in leadership capacities in a number of not-for profit organizations currently, including Habitat for Humanity of North Idaho, the Inland Northwest Rail Museum, and Lorica Ministries (a leadership development organization that works with pastors and church lay leadership).

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

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

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

Modeling With the Masters®—Tigard 2026

Jack Hamilton, MMR, HLM, 4th Division

Yes, there will be a Modeling With the Masters® session in Tigard associated with PNR 2026 Region Convention. It will be held Wednesday May 13. The outstanding question is “Exactly what will the challenge be?”

Unfortunately, we did not get much feedback from potential attendees concerning a desired project. So we set about developing some options that would satisfy MWTM criteria and be enjoyable for the participants. After a bit of searching and discussion, we settled on either a truss bridge (in wood) or a snowshed. We have the basic plans and understand how the project would be completed. All we needed was the materials to “test” or “proof” build the project to check little things like “Can we do it?” “How long will it take?” and “What would be the per-student cost?” Enter two consecutive storms on the East Coast to slow down or stop shipment of materials. Here I sit in my cavernous work space with not a board to cut or a joint to glue. I do expect the materials to arrive in the next couple of days (depending on USPS) and should be able to answer the questions soon thereafter.

Regardless of the challenge project selected, the MWTM team will be fully prepared to offer a high-quality modeling experience. We will be bringing a selection of tools that you may not have and an opportunity to see how they work for you. As usual, the emphasis on improving skill levels or learning new skills will be the center of the challenge effort. Because both of the projects under consideration offer unique learning opportunities, we strongly recommend signing up for this experience.

Looking forward to seeing you in Tigard.

NMRA National Convention 2027, Tacoma, Washington August 10-15, 2027

Magnus Christerson and Robin Peel, Co-Chairs, NMRA National Convention 2027

The NMRA National Convention is coming to the Pacific Northwest Region in 2027!

We’re fortunate to have a strong, dedicated committee already hard at work on the many details that go into making a great convention. Here are a few highlights:

- **Updated branding:** We’ve refreshed our logo to align with the new NMRA branding while also showcasing trains uniquely connected to our region—most notably the Amtrak Talgo equipment that operated on the Amtrak Cascades route for many years.
- **Layouts:** Our recent call for layouts has already received more than 40 positive responses. If you’re interested in displaying your layout and haven’t yet heard from us, please reach out. We’re especially seeking layouts located within 1–2 hours of Tacoma.
- **Clinics and workshops:** A call for clinics and hands-on workshops will be coming soon through PNR’s Constant Contact, which also this Switchlist newsletter uses. Check your spam folder if you don’t see it by the end of this month. It will include a survey, and we ask you to fill it out to help us create a great convention. Our theme, **Expand Your Horizon**, encourages fresh ideas, new techniques, and new perspectives—so start thinking about what you might like to present, and give us your input through the survey.
- **Marketing volunteers:** As we ramp up our marketing efforts, we’re looking for a few additional volunteers with marketing or communications experience. If you’d like to help, please contact us at conv2027@nmra.org.
- **Registration:** Early registration will open shortly and will include discounted early-bird pricing—so be ready to sign up and save.



Be sure to sign up for our newsletter, launching soon, at 2027.nmra.org.

We look forward to seeing you in Tacoma in 2027!

Jim Elder Receives AP Volunteer Certificate by Helping Others

Greg Wright, MMR, 4th Division

How many times have we heard of an older model railroad friend passing and their work being trashed or disposed of in a garage sale for pennies. Well, Jim Elder had an opportunity to circumvent that fate when his long-time model railroading friend Chuck Ricketts, MMR, passed away.

Jim had been there for Chuck through two railroads and two moves. Chuck had asked Jim, when the time came, to dispose of his model railroad collection and tools, "...to people that would appreciate and use them." Jim undertook this part of the project with the same determination and care that he used when he built railroads, ship models, and model airplanes. Jim is a superb modeler; he just doesn't have his own railroad.

The Pacific Northwest Region of the NMRA has a Service Program that qualifies for the Association Volunteer Certificate in the Achievement Program (AP).

The [Public Service Program](#) provides an avenue for members of the Region to participate in and receive appropriate credit for certain public service activities of a long or continuing nature, or for activities that serve fellow NMRA members during transitions in their modelling careers. Hours of service translate into credits for the Volunteer Certificate.

Jim Elder epitomizes this kind of service to the hobby and that made him a prime candidate for this AP certificate. Jim had helped Chuck through two layouts along with being a critical volunteer with another local club and several other local layouts. Jim was a valued assistant and confidant as Chuck built his large basement railroad, the S.S. & S. As Chuck became less able to keep his large home and indoor layout after a stroke, Jim helped Chuck make the smooth transition away from his large basement layout to a smaller garage layout in a new home. Then Jim helped Chuck sell and move that layout to new owners 75 miles away. Jim was helping Chuck get started on yet another new switching layout in another new house when Chuck tragically fell and subsequently died. Jim had spent many hours being Chuck's assistant on those railroads, but it was nothing compared to time Jim spent disposing of Chuck's railroad "estate."

Jim spent well over a year in that last supporting role for Chuck. Much On30 equipment, tools, paint, and scenery products were sold and/or given to other modelers who would appreciate and use them, following Chuck's wishes; keeping Chuck's model railroad legacy alive all over the Northwest and beyond.

An application was filled out and submitted to the PNR's AP Chair, Bill Fassett, regarding Jim's service to the local model railroad community in general and to Chuck specifically, from layout assistant, then builder as Chuck slowed down, finally culminating in the disposal of his estate.

Jim was hesitant to receive recognition for the work but members of the 4th Division of the PNR convinced him that his story needed to be told. Getting AP credit should not be limited to those with home layouts, plenty of AP work can be done on club layouts, others' layouts and in service of others. Jim's work is an example to all of us about how model railroaders can support each other throughout our modelling careers.

This award celebrates Jim and every other "train guy" who helps fellow modelers through transitions.

This story just wouldn't be complete without a few pictures of Chuck's layouts that Jim helped him build. See the next page for some shots of Chuck's amazing workmanship.



Jim Elder (right) receiving his AP certificate from Greg Wright, MMR.

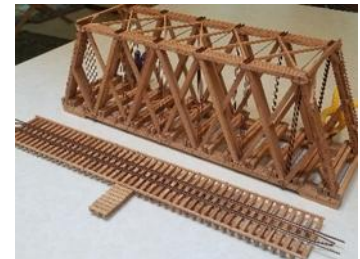
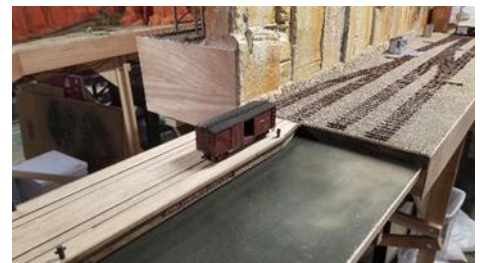
Not getting the *NMRA eBULLETIN*?

Either your SPAM filter is blocking it, or you need to update your email address with the NMRA. Have HQ update your address at: <http://www.nmra.org/customer-service-request>

Chuck Ricketts' SS&S (Sherwood, Shelton & Sarazen) basement railroad



Chuck Ricketts' BS railroad (Baha Sienna) garage railroad



PNR Constant Contact Resubscribe

Any member who has elected to unsubscribe to the PNR Constant Contact direct email may re-subscribe, but Constant Contact only allows this to be done once for each member. Here are the instructions to resubscribe:

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

In Memoriam

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

Deceased Members of the PNR — January 2025 through January 2026

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
January 2025	2	Kaser	Fred	Molalla	OR	
	6	Bryce	William	Lloydminster	AB	Life Member
	6	Johnson	Mark	Edmonton	AB	Life Member
February 2025		None				
March 2025		None				
April 2025	6	Clarke	DG	Calgary	AB	Life Member
May 2025	4	Johnson	Patrick	Seattle	WA	
	3	Plies	Ron	Boise	ID	MMR #409
June 2025	4	Brown	Dean	Lynnwood	WA	Life Member
	7	Hazel	Gary	Salmon Arm	BC	Life Member
July 2025		None				
August 2025		None				
September 2025		None				
October 2025		None				
November 2025	2	Hagen	James J	Ocean Park	WA	Life Member
	3	Smith	Warren	Meridian	ID	MMR #739
December 2025	4	Linthicum	Ron	Graham	WA	
	4	Meeds	Allen L	Federal Way	WA	
	7	Schouten	Neal J	Nanaimo	BC	Life Member
	7	Dance	Mark	Vancouver	BC	
January 2026	4	Barrett	Tom	Port Orchard	WA	
	4	Powell	Thurlow R	Granite Falls	WA	

Have you changed your address or other membership information?

Notify NMRA Headquarters

email: hq@nmra.org

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

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

Final Run of Warren Smith, MMR #739 April 28, 1955—November 17, 2025 Kittanning, PA—Meridian, ID

Andy Doll, MMR, 3rd Division

The Kittanning & Crooked Creek Railroad depot is quiet, the lights have been dimmed, and the train with Warren Smith at the throttle has departed the station on its final run.

During six years in the Air Force, Warren worked at Elgin Air Force Base in Florida and HG NORAD in Colorado Springs, Colorado. He then spent the next three years as a civilian working on the Distant Early Warning Line (DEW Line) in Canada, a critical early-warning radar system during the cold war. It was during this three-year period that the modeling bug took hold of Warren. He took a group of car kits and all of the building supplies that he needed with him to Canada. According to Warren, "You could drag a lot more stuff with you back then." And he had plenty of time to work on them without rushing.

In 1989, Warren moved to Boise to work for Micron Technology and then for Telemetric Corporation as an electronics technician in product development. He visited all of the train shops in the area and connected with a group of model railroaders who were building a modular layout in one of the members' basement. Warren joined this group of avid modelers who called themselves the Tuesday Night Turnaround. This group has morphed through several name changes over time and most currently is known as the WACKOs (Wednesday Afternoon Consortium of Krazy Operators). Warren was a proud charter member of this group. Warren's home railroad was one of the few HOn3 pikes in the Boise area.

Warren started helping out at the NMRA booth at train shows and joined the NMRA in 2009. He eventually was elected secretary of the Pacific Northwest Region's Third Division and as Superintendent in 2012. He served in this position until just before the PNR Convention in 2013 when he had to step down due to health issues. At this point, Warren was not able to drive so he was chauffeured by his wife or by another member of his modeling fraternity.

He took advantage of an opportunity to join a group of modelers working together to earn his Chief Dispatcher certificate in NMRA's Achievement Program, and thus began his journey to become a Master Model Railroader.

During the COVID era, he served at the national level of NMRA with the Standards Committee and was part of a group that performed product compliance evaluations for model manufacturers.

Warren is survived by his wife, Viki, and his son, Christian. To them, we offer our most sincere condolences.

Warren's full obituary is at: <https://www.aldenwaggoner.com/obituaries/warren-smith>. Here you can order memorial trees in memory of Warren.



Passing of Mark Dance, 1963-2025

Rene Gourley, 7th Division

Editor's Note: Rene's memorial for Mark (below) was first published in the January/February 2026 issue of the 7th Division's newsletter, the Bulletin Board.

It is with much sadness that we share the news that our friend and 7th Division member, Mark Dance, took his last run on December 26th, 2025. He had been leading a years-long battle with Multiple Systems Atrophy (MSA) and while his body was letting him down, his mind was still as sharp as ever. He brought the same mixture of science, ingenuity, courage and optimism to overcoming illness that he brought to railway modelling.

Mark was a mechanical engineer by training and he spent his early career designing biomedical equipment for surgeons. He would often recount stories about working with doctors in the operating room to understand what kind of devices they needed to make their jobs better, and their outcomes more successful.



Above: Mark, as perhaps many remember him, operating on Gary Hinshaw's layout — Gary Hinshaw photo



Above: Rene Gourley, Gary Hinshaw and John Geddes with Mark, September 2023 — Rene Gourley photo

He brought that same problem-solving practice to the design of his magnificent Columbia & Western: he was fascinated with how people interacted with machines, and that shaped his approach to layout design.

From engineering, Mark progressed into technology leadership, where over the course of eleven years at Creo, he rose from project management to CFO/COO. Again, Mark brought his professional life into his hobby, attacking each project with a detailed plan, setting deadlines and ultimately meeting them. So once he started on the Columbia and Western in 2005, he progressed with heart-stopping speed, and had trains running over the hill by 2007.

In October 2008, Mark began hosting operating sessions, and that is when many of us first met him. Gorgeous to look at, and a joy to run, the Columbia and Western was a perennial favorite in the Railway Modellers' Meet of BC operating sessions and the Trains meets before them. We found Mark to be a warm and gracious host, and soon counted him among our friends.

If we didn't meet him through operating sessions, we met Mark through his leadership within the Seventh Division. For many years until 2018, Mark coordinated the clinics program for the Trains meets and for the Railway Modellers' Meet of BC. With his business experience, Mark challenged us to continually innovate and strive to improve. If you ever complete one of the RMMBC surveys, for example, you are responding to Mark's initiative.

We also have Mark to thank for the parts of Brian Pate's Klondike Mines Railway that were saved for display in museums in Dawson City and Revelstoke. Under a tight timeframe, he assembled a team of volunteers to extract the un-extractable, stabilize it and ship it thousands of kilometres for reassembly. When it became clear that his own railway would have to come out, he leveraged this experience, and it is now awaiting reassembly by Brian Stokes in its new prairie home..

Sadly, as he himself said, Mark "was dealt a bad hand." His railway modelling days were over in 2022 as the disease progressed rapidly through Parkinson's-like symptoms. Even as MSA ravaged his body, he was forever the genial host, and bright engineering mind. Mark will be missed greatly among our railway modelling community, and our lives are much richer for having known him.

New PNR Members

November 2025 – January 2026

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

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

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

Div	Last Name	First Name	City/Town	State/Prov	Div	Last Name	First Name	City/Town	State/Prov
02	Berkheiser	Dennis	Canby	OR	05	Ditty	Mark	Moses Lake	WA
02	Jones	Jim	Dundee	OR	05	Leonardi	Mary	Bozeman	MT
02	Link	Robert	Ilwaco	WA	05	Magnowski	Ed	Hamilton	MT
02	Normandin	George	Long Beach	WA	05	Scheckler	Garrett	Post Falls	ID
03	Claypool	Glen	Boise	ID	05	Woodrome	Otto	Richland	WA
03	Everett	Bobbie	Meridian	ID	06	Burrows	Robert	Fort Saskatchewan	AB
03	Marshall	Sterling	Star	ID	06	Lafantaisie	Jacob	Lamont	AB
03	Miller	Michael	Boise	ID	06	Lafantaisie	Gerry	Lamont	AB
03	Stoakes	Shayne	Pocatello	ID	06	Luckman	David	Calgary	AB
04	Green	Zoe	Roy	WA	06	Resech	Robert	Swift Current	SK
04	Guzman	Rafeal	Everett	WA	07	Brown	Trevor	Abbotsford	BC
04	Laird	James	Seattle	WA	07	Manahan	Clifford	Abbotsford	BC
04	Laird	Andrew	Seattle	WA	07	Styles	Laurence	Sechelt	BC
04	Salm-Rojo	Lucas	Seattle	WA					

Attention All PNR Members!

Have you taken the PNR Survey yet?

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

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

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

Features

Writing Articles for The Switchlist and Its Connection to the Achievement Program

Bob Parrish, MMR, 3rd Division, and Greg Kujawa, MMR, 5th Division

Introduction

I first met Greg Kujawa in August of 2015 at the NMRA/PNR combined national/regional convention in Portland, Oregon. Greg was not new to the NMRA or the hobby but I think he was new to a regional position, and specifically as editor of *The Switchlist*. There had been a hiatus of regular issues of the publication for several years, so he did not have a recent predecessor or many mentors to draw upon.

Our first introduction was cordial and, having been the editor of the 3rd Division newsletter for twelve years, I promised him that I would not allow him to struggle for original content and would support him any way that he might ask for. I had long before learned that, if you want to run off a newsletter editor, just starve him for content submissions. In that regard, I have made good on that promise, and I think I am on firm ground for material out into 2027 that he has accepted for publication.

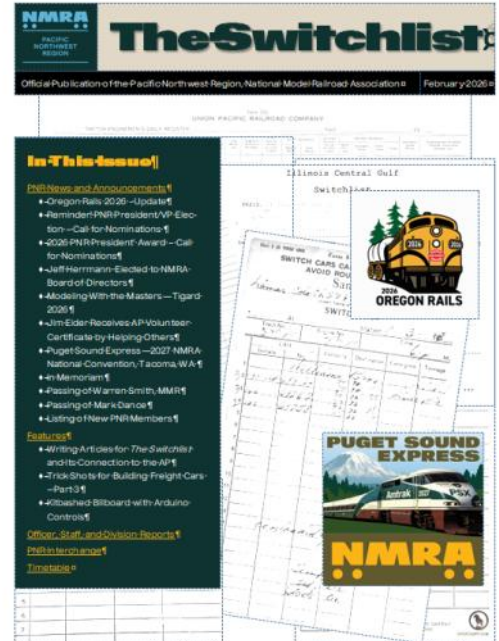
To his credit, Greg has made my promise rather easy as he is a super editor and cleaned up my submissions because I can, at times, overlook some of the simplest editing errors.

Greg and I collaborated to create a clinic at the recent Pasco convention on how to pursue the Achievement Program certificate for Prototype Modeling. We had a lot of fun putting it together and, at the end of the session, both modelers present and the presenters were all survivors.

When Greg took on the editor position, he decided (with support of the PNR Board of Directors), that *The Switchlist* would no longer be printed and hard copy mailed to all members. This change would save much time and cost nothing for the members. Given this change, Greg and I realized that the newsletter's page count would no longer matter as every additional page previously affected the printing and postage requirements. Thus, the size of the publication is now only limited to the amount of time Greg needs to piece each quarterly issue together. We never want to bump into that limiting factor as this is the second most common cause that will force out an editor.

These changes have made the Author certificate far more accessible. I would encourage any members who have published articles in your division's newsletter to also submit them for publication in our regional newsletter.

With that then, I would like to turn over this next part of the article to Greg to discuss what he can use as material and how it may be submitted for publication. But I'd also like Greg to provide a bit of an introduction as to how he became editor and what his vision is for a regional newsletter.



Layout article: The Mud Bay & Southern layout of Jim Younkins, MMR, 4th Division. *The Switchlist*, November 2023

***The Switchlist*—How I became its editor, what its purpose and benefits are, and how to contribute material**

Bob, thanks for that lead-in and for your unwavering support of *The Switchlist*. First, here's a little background and context for how I became editor. I have been an NMRA member since 1992. My career took me all over the US, and when I retired in 2014, I moved back to the Pacific Northwest Region, specifically Bozeman, Montana. I figured I would end up being a lone wolf model railroader because my wife and I had always been partial towards living in smaller communities. Because the NMRA's 2015 national convention was being held in Portland, I planned to attend because it was so close to home (only a 12-hour drive!) and offered a great opportunity to connect with other model railroaders in the region.

While at the convention, I decided to attend the PNR's Annual General Membership meeting to perhaps connect with a few "local" folks. During the meeting, it came up that the PNR newsletter, *The Switchlist*, hadn't been published for several years because a replacement editor couldn't be found when Al Lowe retired. I started thinking maybe I could take on that responsibility because it could be done remotely and it could be a way for me to get to know a few folks in the region, while also contributing somehow to the organization. I had never been an editor of a publication, but I did have a fair amount of technical writing experience. So, I took a big chance and raised my hand to express my interest in being the editor. Can you believe it? No one shouted me down. On the contrary, all the PNR leadership encouraged me to take on this new endeavor. And they've been super supportive for these past 10 years!

As the current editor, here are some of my thoughts which could be seen as my Vision for *The Switchlist*. We all benefit through social interaction with like-minded folks, but this can be particularly challenging in the PNR because much of our membership is so geographically spread out. Many are unable to attend division meetings, train shows, operating sessions, and other gatherings due to long travel distances, weather and road conditions, aging, or other factors. Although it's not nearly the same as meeting face-to-face, I want *The Switchlist* to serve as a linkage for distant or home-bound members to feel somewhat connected with each other. So, the newsletter helps deliver one of the NMRA's primary goals--Fellowship.

Through the newsletter, you can share your own modeling efforts and interests with the larger group. This supports another of the NMRA's primary goals--Education. So, in pursuit of this goal, what type of material is needed for *The Switchlist*? Pretty much anything related to model railroading. Please consider writing an article or submit a photo about a recently completed project, progress made on your layout or module, or a novel solution or approach you've developed to a modeling challenge. The range of subjects to write about is limitless. An article can be just one page or ten. Don't let this be a barrier. We're not looking for a term paper. If you're working on a project and you think a fellow member may be interested in what you're modeling or how you're doing it, just take a couple of photos along the way and briefly write up what you did and how you did it. I encourage you to give it a try. We all will benefit through these modelers' contributions.

Below are two sets of guidelines for preparing and submitting material for publication. The first set is relevant to all kinds of material. The second set pertains to writing an article about your layout or module.

Guidelines for Writing and Submitting Articles for The Switchlist

We have posted on the PNR's Switchlist webpage some guidance and suggestions for writing articles: [Guidelines for Writing and Submitting Articles and Style Guide for *The Switchlist*](#).

The material is presented in three parts: Part 1 covers article submission guidance; Part 2 is a style guide; and Part 3 is a list of key terms. Please note that these are guidelines only. They are not strict requirements because even published, professional style manuals sometimes differ in how they address grammar and word usage. I am not a retired English teacher nor a professional journalist or editor. Also, I'm guilty myself of typos and inconsistencies in applying these guidelines. So please keep this in mind if you are hesitant to try your hand at being an author.



Prototype railroad information: Flooding of the Kettle Valley Railroad's Othello Tunnels, by Larry Sebelley, 7th Division. *The Switchlist*, February 2022

Sharing Information About Your Model Railroad

A separate set of guidelines is also posted for how to develop and submit an article about your layout or module. Here is the link to those guidelines: [Sharing Information About Your Model Railroad](#)—Guidelines for Submitting Articles on Individual or Club Layouts and Modules.

These include guidelines and suggestions, a template for developing the “Layout at a Glance” summary, and instructions on how to submit the article.

A Pitch for the Author Certificate

In my role as a Division AP Manager, as noted earlier, I am in all of this for how a modeler may accrue credits for their pursuit of the Author certificate.

There are many aspects of this hobby that attract and hold modelers to long term participation and membership in the NMRA. The greatest things that the NMRA has consistently offered over the years are the Standards and Recommended Practices for modeling and the Achievement Program. Camaraderie also offers a strong NMRA connection for hobbyists.

Each modeler has their own interests which connect and hold them to the hobby. It is the same with the Achievement Program (AP). Modelers are attracted to and get started in one or another of the different areas that interest them and have a topic definition, such as; structures, rolling stock, or scenery. The completion of one becomes the gateway to the next. Contributing to *The Switchlist* can be the entry point for the Author certificate in the AP

Allow me to encourage you to go to the NMRA website and select the *Education* tab which will then offer a list that includes an introduction to the Achievement Program. Here is a quick link to the Author portion of that website: [Author](#).

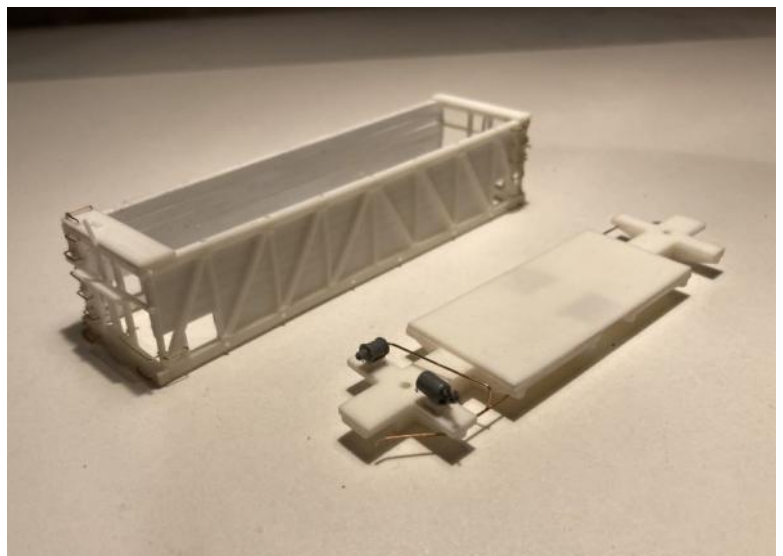
Closing Remarks

Here are a few closing thoughts we’d like you to take away from this discussion.

- Writing an article or submitting other material for our regional publication or your division newsletter should not be difficult or scary.
- The editor (Greg) is here to assist you.
- It can be rewarding to see your efforts shared throughout the region.
- There are real benefits to the broader membership when you share your knowledge, experience, modeling techniques, and results.
- You can use your published article(s) in pursuit of the AP Author certificate.
- Remember—education and social interaction (aka fellowship)!

And please know that *The Switchlist* is only successful through the efforts of our authors and contributors.

Many thanks to you all!



Construction article: Great Northern Hopper from a Resin Kit, by Dave Audley, 7th Division. *The Switchlist*, August 2024

Trick Shots for Building Freight Cars—Part 3

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

Editor's Note: Here is Part 3 of a series of articles by Bob Parrish, MMR. Subsequent parts will be published in future issues of *The Switchlist*. Bob provides additional advice that is posted as free downloadable PDF files on the [LaBelle Woodworking](#) website. These files are under the tab labeled [8 - Hints and Pointers](#).

Part 3—Roof Walks (aka Running Boards)

This is Part 3 of a multi-part series where I discuss some easy ways in building box cars or refrigerator cars. These ideas should be useful for either craftsman kit building or scratchbuilding with wood. Some ideas may also translate into styrene.

In Part 1, I discussed the construction of the basic box necessary for either type of car. Part 2 provided some tips on adding the siding and trim. In this part, I will deal with easy ways to accomplish roof walks that have a distinct “see through” appearance that will get the attention of serious modelers and Achievement Program evaluators.

Preparing the Roof Peak

Recall in Part 1 that I defined and demonstrated the process of *decking down* as a method to get something flat and to a specific location. Now then, here is another decking procedure.

I long ago sought a way to get around the elaborate methods offered in some instruction sheets in dealing with the roof peak and the “stickers” (supports) below the actual roof walk boards. These stickers were entirely too small and too tedious to make up. Most cars would need fifteen or twenty of these little mind benders. The solution was to deck down the peak to flatten it a bit (Fig. 2). When the roof peak gets sanded away, the flattened off scribed boards become completely invisible (Fig. 3). Please read back to the first installment (May 2025 *Switchlist*) to refresh your understanding of this decking down process.

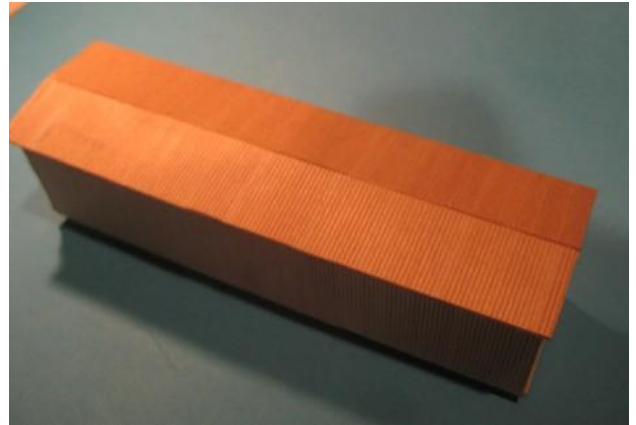


Fig. 1. First is a look at a roof where we left off in the last part of this story, ready for the roof walk construction.

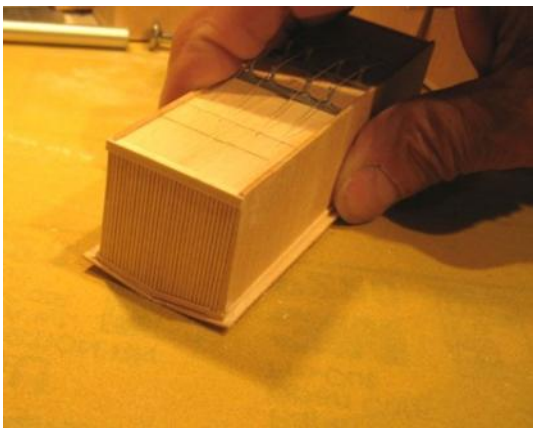


Fig. 2. The sandpaper is lying flat on a smooth work surface and the model is moved over the sandpaper to remove the necessary material.

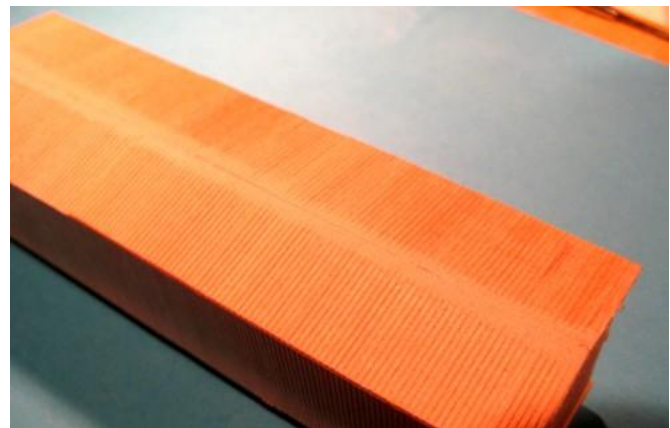


Fig. 3. Here is a look at the missing scribes. Please note that this area is exactly the width of the three board roof walk.

This next part is hard to see. In Fig. 4, there are pencil marks every scale two feet along the sanded off ridge line. I start six scale inches in from each end of the roof and plot a mark every two scale feet until the marks cross into each other near but not exactly at the center. This measuring seldom comes out even end-to-end. I put the odd distance of too wide or too narrow between the stickers somewhere off center in the

roof line. If not centered, it will go unnoticed. If left in the center, the symmetry of that centering draws too much attention.

Installing Stickers

Now cut a bunch of stickers from scale 2x4-inch stripwood. Each 2x4 should be longer than the width of the final roof walk. I usually cut these to about three scale feet in length. I handle them with the sharp tip of a No.11 blade and dip each in a puddle of yellow glue and then place them on the various pencil marks (Fig. 5). Once I am all the way across the roof, I go back and scoop up any pushed out glue with a sharp straight screw driver.

While the glue is still doughy, press down firmly on a known flat surface to get the stickers all flat and even (Fig. 6).

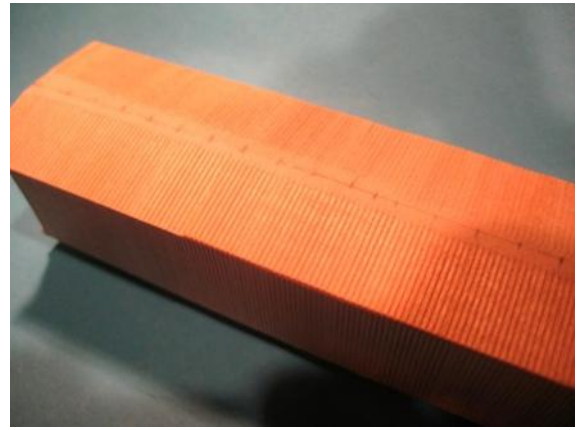


Fig. 4. This shows the pencil marks every two scale feet along the length of the roof walk.

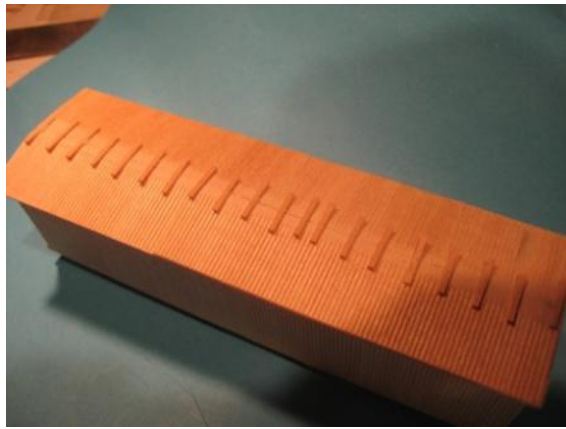


Fig. 5. The stickers are then glued at every pencil mark shown in Fig. 4.

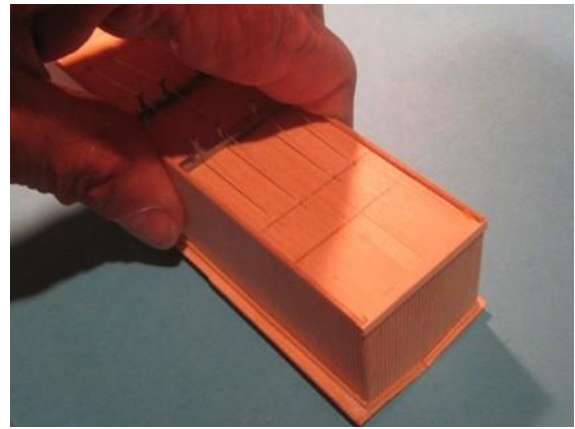


Fig. 6. Firmly press down on the stickers to get a good glue bond.

Installing the Running Boards

Then take a 2x6 strip and glue it in the center, measuring equally from each side of the car to get this absolutely in the middle. This should be centered on your original pencil line. If the seam in your roof sheathing drifted a bit when put down, this will hide it (Fig. 7 and 8).

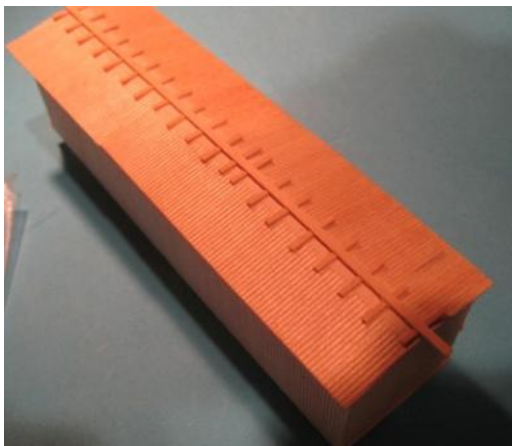


Fig. 7. The first running board being installed.



Fig. 8. Take a straight edge and make sure it is absolutely straight.

Then proceed to add another 2x6, one on each side of the center strip. Use a No.11 blade to set your spacing. Just touch it down to the 2x4 stickers and push the 2x6s up against it. It will give you a very even spacing. Check it in multiple locations along the length of the car (Fig. 9).

Once the glue kicks off, go back and trim off the protruding ends of the 2x4s (Fig. 10). Don't even try to get them even before you put down the walk boards, you'll never build another box car. It will make you crazy.

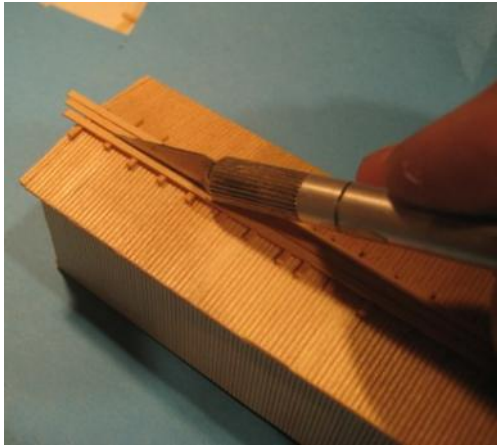


Fig. 9. Add another running board and use the knife blade to evenly space the boards.

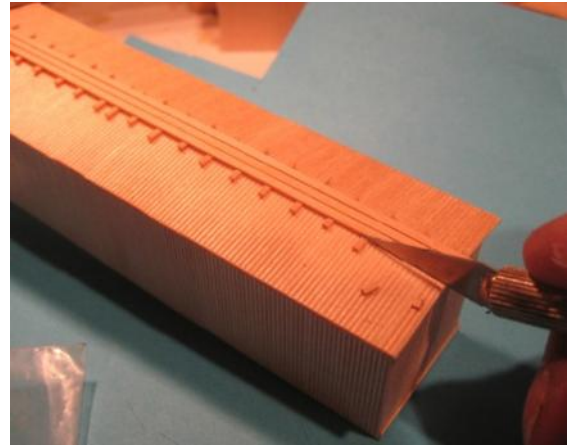


Fig. 10. After the running boards are glued in place, cut off the protruding ends of the stickers.

So here is the finished roof walk (Fig. 11). You can dust off the 2x4 ends with a fingernail sanding board if you insist but a new super sharp blade should be adequate. Then take a thin narrow, flat scrap of sheet brass and dust out each of the spaces under the walk boards (Fig. 12).

One piece of coolness (is that a word?) is that you can see the 2x4 stickers between the walk boards when viewed from above. You can't do that with scribed sheet panels three boards wide. The finished width is right at 20 scale inches. The proportion to the roof looks really good (Fig. 11).

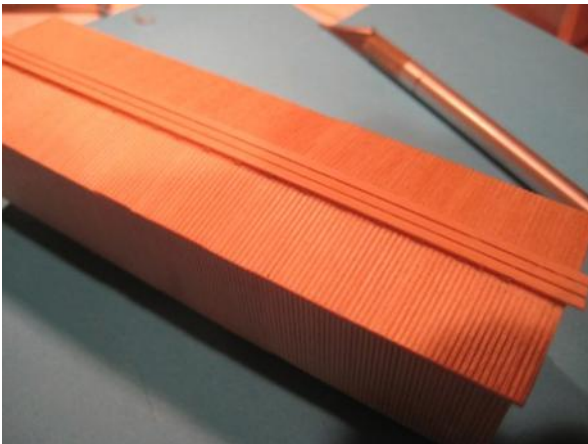


Fig. 11. The finished roof walk.

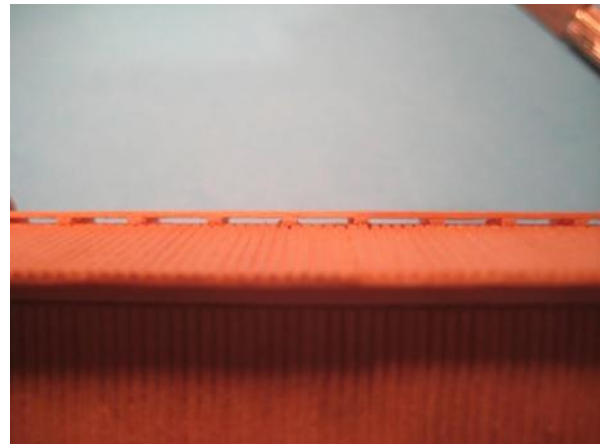


Fig. 12. Here is what you have looking under the running boards. Super sanitary and easier than it looks.

Roof Walk End Supports

I'm now going after something that is almost never modeled. Roof walk end supports. Most cars after 1880 had roof walks which extended beyond the car ends. Safety was a growing issue because brakemen who were up on the tops of the cars had to jump from car to car. An attempt was made to make that jump a bit shorter, and thus safer, by extending the roof walks. OSHA would have been apoplectic with some of the stuff that occurred during early days of railroading.

To tie the three running boards together and take some of the unevenness out of the board ends, a 2x4 or 2x6 board was placed under the end of the boards and secured with carriage bolts. These were bolts that

had a round head with a square area below the head that would crush into the wood to prevent the bolt from turning while the nut was tightened from below. In the end, there was not much protruding above and, in HO, would hardly be seen on the top of the boards. Not everything has or needs a NBW (nut-bolt-washer).

To help support the overhang, two diagonal steel brackets were attached between the boards and the car ends (Fig. 13). I represent these with brass wire.

To start then, place a pencil line horizontally across the end boards where the support brackets will cross into the wood (Fig. 14). I plotted this line with a straight edge off of the fascia boards on each side.

Using a drill that matches the diameter of your brass wire, drill a guide hole about .025" into the end board centered under one side of the roof walk (Fig. 15). This first hole is used only to get the drill to hook up when the final hole is drilled in from the top on a diagonal.

To stop the drill from initially creeping, I stop off the drill with my thumb nail (Fig. 16). You can feel the drill grab into the earlier hole and it will not follow that but will continue in on the diagonal. Repeat this process for the second diagonal bracket, drilling a hole into the car end under the opposite board of the roof walk. Don't forget this will also need to be done on the other end of the car.

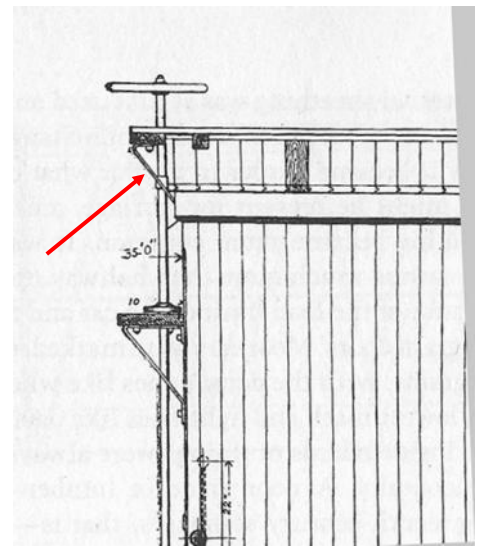


Fig. 13. Above is a drawing from an 1888 Lehigh Valley 25-ton box car. The red arrow points to the angle support brackets for the roof walk.

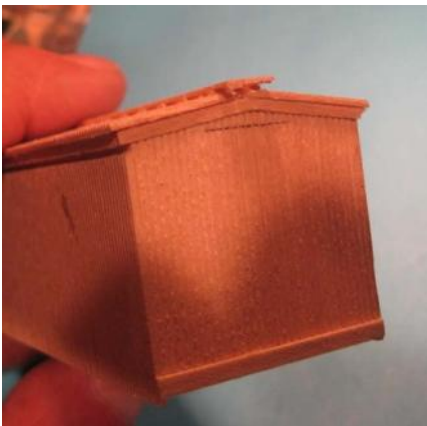


Fig. 14. Pencil line that will guide where to drill holes in the car end for the diagonal brackets.

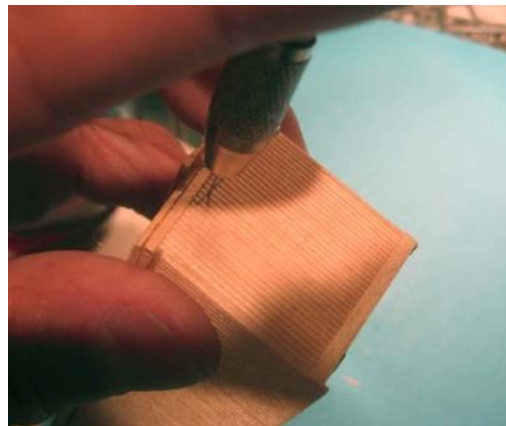


Fig. 15. The first guide hole being drilled into the car end.

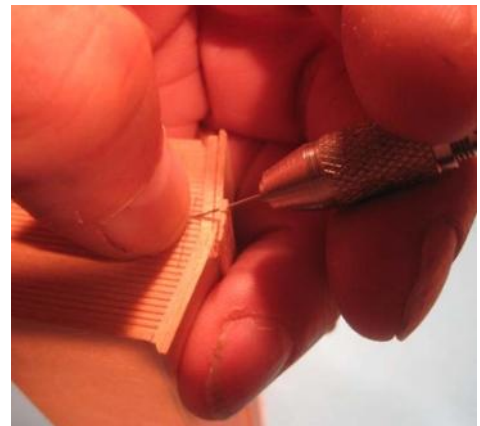


Fig. 16. Use a thumb to keep the drill bit from wandering away from the guide hole.

Next, thread the brass wire through the roof walk board and diagonally into the hole in the car end (Fig. 17).

This is one of those so simple things that make you say, "I knew that but I never thought of it." To cut off the wire without leaving a raised part, press down a little on the roof walk board with the wire cutter. It will bend the wood down a small amount. While pressing down, cut the wire. Once the wire is cut, the board will pop back up and leave the wire a bit shorter and unseen (Fig. 18).

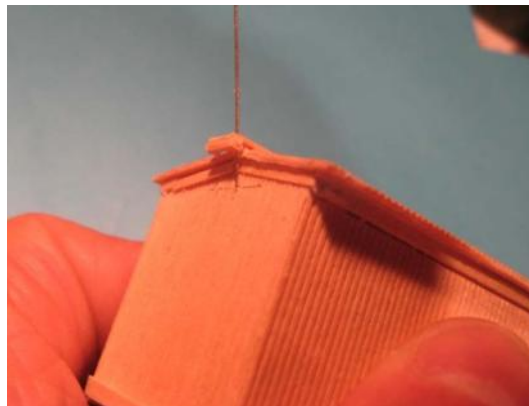


Fig. 17. Here is the wire pressed into the end on a diagonal. I used .015" brass wire and it can be pushed in farther by holding it tight with a pliers. No need for any glue.

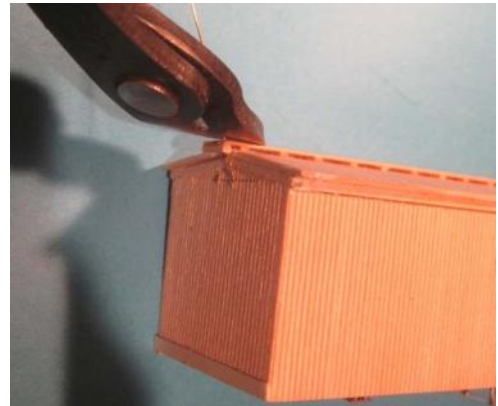


Fig. 18. Cutting off the excess wire.

Figure 19 shows the fully installed support brackets.

This concludes Part 3 on the construction of roof walks. Next will be a conversation about doors. Hope you found something useful.

Until next time.



Fig. 19. The wire diagonals are now installed. Note that I've also added the horizontal board under the board ends.

NMRA Model Railroad Directory

Whether you're at home or traveling, you can contact other NMRA members for a layout tour, to talk trains, or even to join in an op session! There are maps, descriptions, photos, videos, and more. And it's only available to NMRA members.

Visit www.nmra.org, click on "Membership/Membership Benefits," then scroll down to "Model Railroad Directory." You will need to log into your member profile to see layouts in the Directory or to list your own layout. Join in the fun!

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 in the PNR Interchange and connect with fellow PNR members!

Kitbashed Billboard with Arduino Controls

Article and photos by Brian Orysen, 1st Division

On my home layout, I wanted my control push-buttons for my locomotive service yard and turntable with roundhouse to be readily accessible but not visible.

My idea was to incorporate them into a structure, so a kit-bashed billboard came to mind. The challenge was to make the plug-in printed circuit board with the push-buttons to fit into the HO scale billboard base.

In Figure 1, you can see the Walthers kit came with non-lighted light fixtures mounted at the top of the billboard. But I wanted lighting on it, so I added LED light fixtures, which I installed extending from the base.

The billboard in Figure 2 is a Walthers kit with a styrene base that I made for the tactile push-buttons mounted in the base so that they are accessible but hidden behind the billboard. The billboard was manufactured in a green styrene, so I spray painted it brown.



Figure 3 is a bottom view of the billboard showing the mounted printed circuit board. Headers are installed for ease of plug-in of the wires from the Nano control assembly.

The engine yard turnouts are controlled by a socketed Arduino Nano shown in Figure 4. I programmed it to cascade the servos to the proper track with a push of a button. I installed a toggle on/off switch to the power supply that reduces my layout DC voltage to 9 volts for the Nano and control of the servos. The servo header board is a printed circuit board for plug-in capability of the servos. I also had to make several other header boards for the other servos.

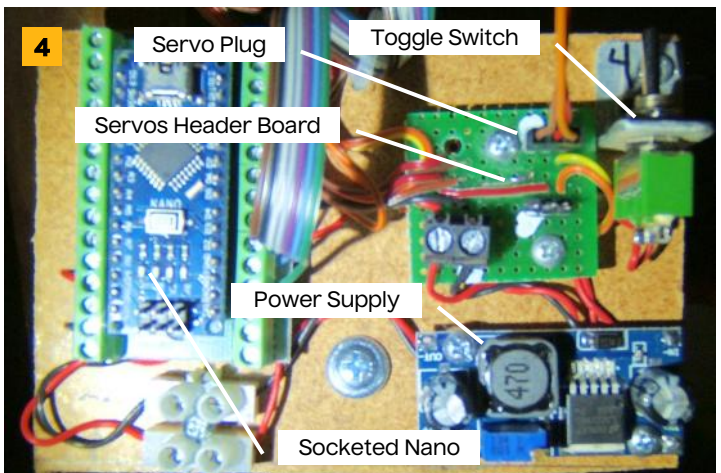
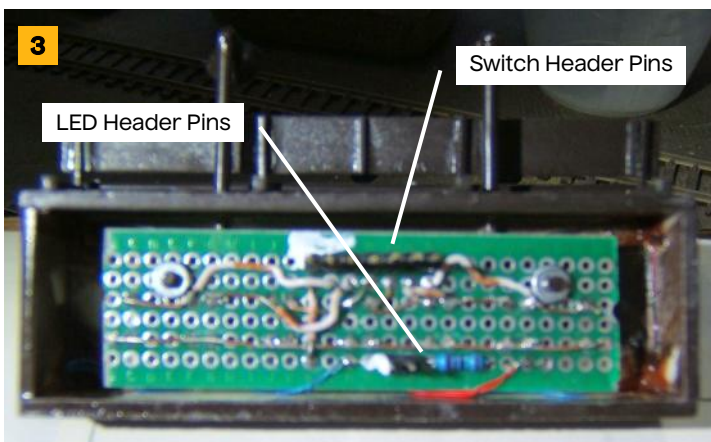


Figure 5 shows one of the servos mounted recessed into the bench work. The servos are manufactured with sockets, so I had to make multiple printed circuit boards with plug-in headers for the servos.

The elevated side view of the billboard in Figure 6 shows that the scenery and retaining wall are removable for access to the servos mounted underneath.

Figure 7 is an elevated overall view of the billboard with the approach track to the turntable and roundhouse. In the picture you may also notice a seam in the scenery, the reason for the seam is that the turntable and round house can fold down and slide in under the benchwork for storage.



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!



NMRA Partners

NMRA members can log into <https://www.nmra.org/partnerships> for links to all our partners who offer fantastic discounts! Remember, you need to be logged into our site as a member to see the codes! **Newly added partners are in red.**

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

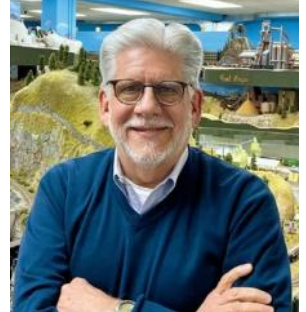
Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, MMR, PNR President

What a great time to be a model railroader! I am really looking forward to attending [Oregon Rails 2026](#), our annual PNR Region convention, I hope you will be joining me there. Please see the registration information in this edition of *The Switchlist*.

The 2nd Division Host Committee has put together what is sure to be a great event in Tigard, Oregon. 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, 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 room set aside for "A Celebration of Models, Photos and Crafts" in the Convention hotel. There will be expert modelers, photographers and crafters showing what they have been working on.



Perhaps you will come to the convention a day early to participate in **Modelling With The Masters®** and learn how to make a scratch-built truss bridge. Also, don't miss out on the layout tours and operating sessions. The Layout Committee has arranged a series of layouts that demonstrate a variety of modeling approaches and skills in construction and operation. Whether you have been to this part of Oregon before or are a first-time visitor, you will want to see some of the prototype tours and other general interest attractions the area has to offer. Even if you are an "old rail hand," you will no doubt learn something new by attending a clinic, a layout, or prototype tour.

In the November 2025 edition of *The Switchlist*, I shared with you my thoughts and enthusiasm for NMRA's "Vision 2035." The cornerstone of the plan will be to enhance the frequency and quality of programming happening at the division level.

To meet this objective, the NMRA has established a set of division standards that are a concise, actionable framework that defines the best practices for running a successful, healthy, and engaging local organization. Adopting these standards ensures every member of the organization receives a high-quality experience and positions our divisions for growth in the hobby.

The Core Operating Guidelines serve two primary goals:

- **Member Value:** Ensure a consistent, high-quality experience for every member, regardless of their division size or location.
- **Organizational Health:** Establish the necessary structure and activities to sustain division growth and promote the hobby in your local community.

The program is built around four essential areas, each contributing to a robust division:

- **Effective Division Operation.** This standard focuses on the foundational structure and consistent communication needed for a division to function smoothly and professionally.
- **Member/Modeler Skill Growth.** This standard focuses on providing opportunities for members to enhance their skills, gain recognition, and deepen their involvement in the hobby.
- **Building the Organization.** This standard focuses on growing NMRA membership, fostering a welcoming community and maintaining ties with the national organization.
- **Public Outreach & Visibility.** This standard focuses on sharing the hobby with the public, attracting new interest, and ensuring model railroading has a visible presence in the community.

Each division is encouraged to develop an annual plan detailing how they will meet each Standard, identifying specific dates and responsible individuals. The region will supply folks to help and coach on "best practices" and offer assistance to overcome any challenges. This collaborative approach ensures every division receives the support it needs to achieve the Division Standards and delivers exceptional value to its members.

As PNR President, I am particularly glad to hear that the NMRA board has committed to set objectives (and accountability) that focus on strengthening NMRA's core and expand its reach by driving membership growth, increasing member engagement, accentuate influence and leadership in the industry, and ensure

future success and sustainability of the organization. You can be assured that the PNR board of directors is “all in” and enthusiastic about *Vision 2035*.

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

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

From the Fireman’s Side of the Cab

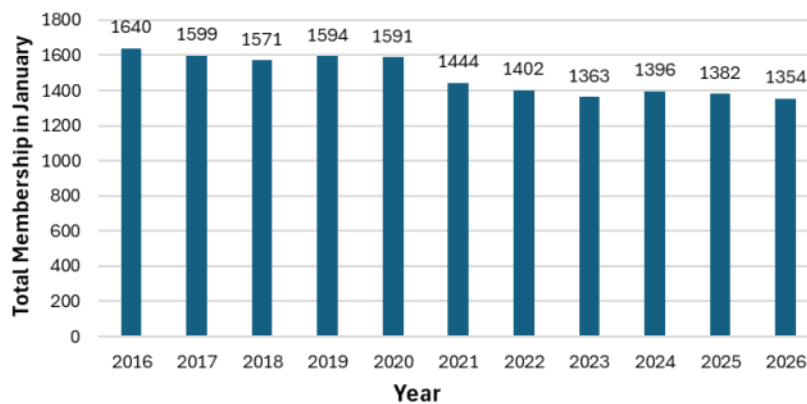
Bob Stafford, Vice President

We are in the modeling season for most of the country. Here in the Pacific Northwest Region, most of the region is experiencing cold winter weather, expected for the Pacific coast, which has been experiencing its share of rain and flooding this year. Weather like this motivates us to go to our workbenches and layouts to work on the projects we have had on our minds to complete.

As we work on our projects, let's think about how we can get others involved with our PNR region. PNR membership has been on a steady decline since 2016 per the graph below.



**Fig. 1: Total Annual Membership (All Categories)
Pacific Northwest Region 2016 - 2026**



I have asked some modelers in the area where I live about why they are not NMRA members, reminding them that all the standards they enjoy are due to work of the Association. The response I have heard the most is that “Locally, there is nothing in it for me.” Those who have attended a division function felt that it was a close-knit group and they felt like outsiders. Or they use the excuse that “There are no meetings close to me. I watch YouTube videos and get everything I need to know from them, so I don’t need to join.” The number one excuse they fall back on is that it’s too expensive. These are nothing but excuses.

Over the past two years, the NMRA has done a lot of work to evaluate why the membership has been in a steady decline. The results of this study are the NMRA’s Vision 2035 goal-setting document. Here is the link to the Vision 2035 PDF: https://www.nmra.org/sites/default/files/marketing/2025_rebranding/NMRA_Vision2035_WorkPlan2026.pdf

A key part of Vision 2035 is to improve the membership satisfaction. What can we as PNR Divisions do to improve our interaction with membership? One of the goals is to hold a minimum of eight meetings per year in person and on-line. Promote two social activities such as cookout or fellowship day. Is your division offering or discussing offering social activities in addition to having the normal clinic type of format? If there are several layouts close to each other, offer a layout tour day combined with a follow-up fellowship gathering at a local restaurant offering a meeting room where everyone can gather and share their experiences during

the tour. I know when I have gone on layout tours, I seem to always see a new idea that I react to with "Why didn't I think of that?"

Is your division offering a "make-and-take" event at least once a year? The PNR is sponsoring the Modeling with the Masters make and take event. Has your division promoted such an event or a similar event? Promote these events as being open to non-NMRA members. Each event will have a fee to cover its costs. Add the cost of a RailPass short-term membership to the non-member registration fee. These make-and-take events are a way to promote the Achievement Program. At the end of the day, have the participants' work judged for an AP merit award.

Is your division involved with non-railroad community events? For example, staffing a booth at a craft fair, county fair, or local street fair? Providing that there is a source of electric power, a simple 4 ft by 8 ft layout that divides down the middle for ease of transporting offers the opportunity to run trains and learn about setting out and picking up cars. This can draw in a big crowd of children and adults.

These are some ideas of what at the division level we can do to promote the hobby and reverse the membership decline the PNR and the national organization are experiencing.

Treasurer's Report

Dave Liesse, Treasurer

As you may have read in the November issue, I've come back for a second stint as region treasurer. The turnover has not been smooth, primarily due to involved parties outside PNR, so this time the report will be somewhat abbreviated. Most notably, there is no breakdown of expenses for the year because I didn't receive all the details in time to process them for this report. Similarly, I received the Canadian information in plenty of time but didn't decide on the report format soon enough to extract details. There's always next time!

US Accounts

Beginning balance		19,605.45	
Modeling with the Masters	508.00		
NMRA dues share	1,587.00		
Convention head tax	924.00		
Convention seed money repayment	<u>2,000.00</u>		
TOTAL RECEIPTS	5,019.00		
TOTAL EXPENSES	(9,434.50)		
Unrealized gains/losses	791.37		
Ending balance		15,981.32	

Canadian Accounts

Checking			
Beginning balance		3,218.16	
Ending balance		5,211.46	3,806.76
Savings			
Beginning balance		44.66	
Dividends received	1.79		
Ending balance		46.45	33.93
Term deposit			
Beginning balance		10,000.00	
Ending balance		10,000.00	7,304.60

Canadian balances, of course, are shown in Canadian dollars. Numbers in the far right column show the US dollar equivalent based on the official Department of the Treasury exchange rate as of 31 Dec 25, which is used for tax reporting purposes.

Office Manager's Report

James Keena, Office Manager

This report to the members of the Pacific Northwest Region, NMRA, covers the months of January 20254 through January 2026. As you can see in Table 1, the Pacific Northwest Region, which consists of seven (7) Divisions, currently has a total of 1,354 members, of which 11 are Rail Pass members. Unfortunately, we had a loss of 15 members due to death. These members are listed in the *In Memorium* section of the newsletter.

Table 2 shows that we brought in 129 new members over this same period, of which 22 are Rail Pass 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	Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		Aug-25		Sep-25		Oct-25		Nov-25		Dec-25		Jan-26		Net +/- over year Jan-Jan
	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	76	2	75	2	72	1	72	1	72	1	74	1	74	1	75	1	74	1	72	1	74	0	75	0	74	0	-2
2	108	0	110	1	112	1	116	1	110	1	109	1	109	1	108	1	108	1	108	1	109	0	111	1	112	3	4
3	80	2	79	1	79	1	79	2	91	2	90	2	89	2	90	2	89	1	92	1	94	3	95	3	94	3	14
4	432	4	429	4	432	4	427	5	427	4	426	2	426	3	428	4	429	4	422	4	415	5	413	3	407	3	-25
5	196	3	195	3	198	3	208	6	207	7	199	7	192	7	194	6	197	6	209	5	199	5	198	4	192	1	-4
6	240	0	241	0	241	0	234	0	231	1	228	1	227	1	225	1	225	1	229	1	227	1	224	0	228	1	-12
7	250	0	261	0	250	0	258	0	221	0	252	0	251	0	249	0	247	0	247	0	246	1	246	1	247	0	-3
Tot	1382	11	1390	11	1384	10	1394	15	1359	16	1378	14	1368	15	1369	15	1369	14	1379	13	1364	15	1362	12	1354	11	-28

Table 2. New members showing Rail Pass portion by Division

Div	Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		Aug-25		Sep-25		Oct-25		Nov-25		Dec-25		Jan-26		Total			
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP		
1	1	1	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
2	0	0	3	1	1	0	3	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	2	1	2	2	14	4	
3	1	0	1	0	1	1	1	0	11	0	0	0	1	1	0	0	1	0	1	0	2	2	1	0	2	0	23	4		
4	5	1	3	0	6	2	1	0	3	0	2	0	2	1	3	0	4	1	1	1	1	0	2	0	2	0	35	6		
5	1	0	1	0	5	2	5	1	0	0	0	0	1	0	1	1	1	0	0	0	1	0	1	0	3	0	20	4		
6	1	0	3	0	2	0	1	0	2	1	0	0	1	0	0	0	5	0	4	0	0	0	0	0	5	1	24	2		
7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	1	0	0	2	0	8	2		
Tot	9	2	12	1	17	5	11	1	17	1	4	0	5	2	8	1	12	1	7	1	5	3	6	1	16	3	129	22		

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

Div	Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		Aug-25		Sep-25		Oct-25		Nov-25		Dec-25		Jan-26		
	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	2	0	1	0	3	0	1	0	2	0	1	0	1	0	2	0	1	1	0	0	2	0	
2	2	0	1	0	1	0	0	0	4	0	0	0	0	0	4	0	3	0	0	0	1	1	1	0	3	0	
3	1	0	2	0	3	0	1	0	1	0	2	0	1	0	1	0	1	0	0	0	1	0	0	0	4	0	
4	10	0	8	0	12	0	4	0	7	1	4	1	5	0	4	0	4	0	6	1	11	0	7	0	13	0	
5	5	0	3	0	3	0	1	0	2	0	9	0	7	0	3	1	2	1	2	0	2	0	3	1	11	3	
6	4	0	2	0	5	0	7	0	5	0	5	0	2	0	3	0	6	0	2	0	5	0	4	0	2	0	
7	14	0	5	0	5	0	3	0	9	0	2	0	1	0	4	0	3	0	4	0	5	0	3	0	2	0	
Tot	37	0	21	0	31	0	17	0	31	1	23	1	18	0	20	1	20	1	16	1	26	2	18	1	37	3	

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

Div	Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		Aug-25		Sep-25		Oct-25		Nov-25		Dec-25		Jan-26		
	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	5	0	0	0	0	0	2	0	0	0	2	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	
2	0	0	2	0	1	0	1	0	0	0	5	0	0	0	0	0	2	0	3	0	0	0	1	1	1	0	
3	2	0	1	0	1	0	2	0	1	0	0	0	1	0	2	1	1	0	1	0	0	0	0	0	0	0	
4	3	0	8	0	5	0	12	0	3	0	6	0	2	1	5	0	3	0	4	0	8	1	9	0	4	0	
5	4	1	5	0	2	0	2	0	0	0	2	0	8	0	6	0	5	0	1	1	2	0	2	0	3	1	
6	2	0	4	0	2	0	5	0	6	0	6	0	5	0	2	0	3	0	6	0	2	0	5	0	2	0	
7	2	0	2	0	4	0	5	0	2	0	5	0	2	0	1	0	2	0	1	0	3	0	4	0	3	0	
Tot	18	1	22	0	15	0	29	0	12	0	26	0	19	1	17	1	17	0	17	1	16	1	22	2	13	1	

Achievement Program Report

Bill Fassett, MMR, AP Manager

2025 in Review

The region's membership continued to participate in the Achievement Program at a high level compared to the rest of the world. Our members earned 14 Golden Spike Awards, 87 Achievement Program Certificates, and 2 members became Master Model Railroaders®. This was a slight increase in AP certificates, but a decline in Golden Spikes, and a return to a more normal level of MMR progression compared to the record year of 2024. The region experienced an 8% decline in total awards, while activity in the NMRA overall fell by 16%. The following is a comparison with 2024 for the region and the NMRA overall:

Award	PNR 2024 N (% of NMRA)	PNR 2025 N (% of NMRA)	NMRA 2024	NMRA 2025
Golden Spike	21 (26.5%)	14 (26.9%)	79	52
AP Certificates	85 (20.6%)	87 (24.0%)	413	362
MMRs	6 (17.1%)	2 (7.1%)	35	28
Totals	112	103	527	442

AP Evaluations at Oregon Rails (2026 PNR Convention, May 13-16)

Members should plan now to bring models to Tigard for evaluation. As we have done for recent conventions, AP evaluations will be by appointment on Thursday and Friday (and possibly Saturday morning) in the Celebration Room. You will select your appointment when you arrive at the Celebration Room. Modelers will be present with the evaluators to receive direct feedback and learn how to self-evaluate. All convention attendees are invited to observe these evaluations. Modelers not entering a contest will only need to complete Form 901, not Form 902.

Revisions to AP requirements for Volunteer, Official, and Prototype Models

Ray Persing, the NMRA AP Program Manager, presented a series of changes to the requirements for AP Certificates for **Association Official**, **Association Volunteer**, and **Master Builder – Prototype Models** to the NMRA Board of Directors in January. These will be reflected in revisions on the NMRA website and in the corresponding Statements of Qualifications soon.

Ray is also preparing a proposed AP Certificate for Modular Model Railroading for review by regional AP managers. When this is received in the PNR, division AP Managers will be able to comment on it and seek input from division members.

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

Merit Awards – The following members have earned Merit Awards:

Duane Cookson [6] – Scenery; Structures (6)

Mike Murphy [5] – Structures (2)

James Rhodes [4] – Cars (5)

Steve Stark [7] – Cars

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

Mike Bagaason [4] – Association Volunteer

Magnus Christerson [4] – Model Railroad Engineer – Electrical

Jeff Gander [5] – Model Railroad Engineer – Electrical

Rick Martin, MMR [5] – Association Official

Mike Murphy [5] – Master Builder – Structures

James Rhodes [4] – Master Builder - Cars

THE PNR AP TEAM CONGRATULATES THESE MODELERS!

SELECTED PHOTOS

Steve Stark from Nanoose Bay, BC, likes to model unusual rail cars, including this gun carriage from the US Civil War. Here are shots of the prototype and the model:



ON GRANT'S CITY POINT RAILROAD—A NEW KIND OF SIEGE GUN

Public domain image



Steve Stark photo



Division Reports

1st Division

Vacant, Superintendent

No report this quarter.

2nd Division

Jeff Shultz, Superintendent

Second Division has held several meets in Wilsonville and Tigard over the past few months, with the next meet expected to be in April. Upcoming events in the Second Division area include the Willamette Model Railroad Club (aka Clacko club) swap meet at the Kliever Armory, 10000 NE 33rd Dr, Portland, OR 97211 (wmrrc.com) on February 28th, Winterail 2026 Railfan and railroad collectibles event at Linn Benton Community College in Albany, Oregon, (winterail.com) on March 28th, and the PNR annual convention Oregon Rails 2026 on May 13-16 (oregonrails2026.com).

3rd Division

Shelley Shelstad, Superintendent

The last three months have brought the 3rd Division much sad news. We lost Warren Smith in November, a longtime member and MMR. More information on Warren is available elsewhere in this issue. Then we received word that Skip Dautel, a long time 3rd Division member who just four months ago moved to Ohio, had lost his battle with cancer. And it didn't end there. Two members lost their wives and we received word that two different individuals who had been members 15-20 years ago had also passed. We are an aging group.

But the last three months also had lots of good things. In early December, and for the first time since 2019, the 3rd Division held a Christmas Gathering. We took advantage of a local venue that houses a "personal collection" of 20th century model trains, autos, planes, ships—basically any metal or plastic toy related to transportation in any scale produced in the last 100 years—N, HO, S, O, O-27, G, #1 gauge, even some Buddy L trains. The venue is three rooms of floor-to-ceiling displays of thousands of 20th century transportation toys and includes a "community room" for gatherings such as ours. We reserved the venue for our Christmas Gathering, and had 38 members, spouses, and friends join us for a couple hours of viewing the displays and talking all things trains. This was followed by lunch (salad and pizza; not exactly Christmas fare, but easy to arrange and have delivered). We topped it all off with a layout tour to four different home layouts that were located close to the venue. It was a wonderful gathering, which everyone agrees we should do again next year.

In January, the Great Train Show came to Boise for two days. The 3rd Division had a booth at the show where we could meet the public and talk with them about model trains and the NMRA. Our booth setup included two 2' x 2' N scale micro-layouts, a continuously running slide show with pictures of local home layouts, and various displays to help explain model railroading. Fluctuating with the crowd level, we had two to four members manning the booth at all times, and over the course of the two-day show, talked with hundreds of model railroad enthusiasts. The biggest surprise of the show was that we had over 40 individuals (whom we had never met before) who told us "I have a layout at home." The "lone wolf model railroader" is out there; we just need to figure out how to make contact and bring them into the group. We passed out



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-wgOpHqoke3px4F66g>

NMRA membership literature and 3rd Division activity/contact lists. Time will tell how many new members we might officially add to our model railroad community from the people we met at the show. We definitely plan on taking our booth to all local train shows in the future.

An observation about having a booth at train show—in the spring of 2025, the 3rd Division purchased two professionally produced “table covers” and a vertical sign, all with matching color schemes and print fonts to use in our train show booth (about \$600 total). They add a “professional” look to the booth, and help show people that we are a vibrant, quality organization. One comment that I just have to include (just a little whining on my part): thanks to the NMRA changing logos without warning, we now have to buy another set of table covers with the new logo. Oh well, there went another \$600 from the division account.

Besides these two special events, we continue to hold monthly gatherings and Zoom meetings. The 3rd Division typically hosts about eight events every month, and we tend to draw six to twenty individuals to each event (out of about 90 total members in the 3rd Division).

Aside from the passing of longtime friends and family, it has been a good three months for the 3rd Division, and we look forward to greater model railroad things to come.

4th Division

Mike Stepner, Superintendent

Train show season is going well; three down, Lewis County, Lynden, and Puyallup. Monroe is coming up, Feb 21-22. 4D Freemo will be attending the Puyallup Spring Fair. We sure can use help. Contact me if interested. Washington History Museum 29th annual Train Festival was a success. I don't know the actual numbers but heard it was a record breaker. First time in the 10 years I've been going, I couldn't find parking. Three 4D groups attended: HO, Ntrak, ETE.

[SoundRail 2026](#) (bi-annual) is fast approaching—March 20-22. If you don't know about it, look into it. It's an invite only but well worth getting involved.

Locally (Tacoma and surrounding areas), we've been doing a round robin "clinic" and tour. We're on our third year. If interested, contact me and I'll get you signed up. Non-NMRA.

Scott from The Electric Train Shop in Burien has donated \$600 to the 4D, for sending donated trains and equipment. Paul and Paula of PNP Trains asked who to send donations to, also for sending them donated trains.

George Bourcier of the World Famous Tacoma Trains and Hobbies (retired) has been a tremendous help to 4D. He has been running one of the PNR Facebook pages and worked the NMRA booth at the Puyallup train show.

All 4D modular clubs are accepting new members.

We should give Greg Kujawa a big thank you for running *The Switchlist*. He does a wonderful job. Thanks Greg.

4D BOD is still needing a Secretary. Membership continues to decline. Any ideas on how to turn this around would be helpful.

As for me, this is my last year as Superintendent. I hope I did OK. Yet, I know there were shortcomings on my end. This really isn't in my "wheel house." On my railroad, the Harvey Gulch Copper Co's modification and mine extension is coming along nicely. If interested, you can find it on Facebook: [Harvey Gulch Copper Co.](#)

One more key item—Mark the dates and spread the word that the [2027 NMRA National Convention](#) will be in Tacoma, August 10-14 and the National Train Show will be August 14-15.

NMRA

4D

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4th Division Online Resources Open to All

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

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

5th Division

Bill Voogd, Superintendent

Greetings from Bill Voogd and the 5th Division. Enjoying the very mild Winter, but strongly suspect there will be a price to be paid next Summer.

5th Division and the Tri-City Model Railroad Club participated in the Great American Train show January 24th and 25th in Kennewick, Washington. We passed out a lot of information about NMRA and the TCMR. The public seemed quite interested and the show's organizers were pleased with the attendance at the two-day event. They are tentatively planning to return and would like to include a Free-mo layout next time.

The next scheduled train show in 5th Division is the very large [Spokane Model Train Show](#), hosted by the River City Modelers. The date is March 8th and it will be held at the Spokane County Fairgrounds. There are typically about 250 vendors' tables and several working layouts. Hope to see you there.

The annual 5th Division Meeting will take place April 6th in Spokane. Stand by for more details in the next few weeks.

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

6th Division

Ed Molenkamp, Superintendent

No report this quarter.

7th Division

Victor Gilbert, Superintendent

The current 7th Division Board position of Director-At-Large is stepping down, and the board has decided to split the Director-At-Large position into three positions. The current Director-At-Large position will now be known as the Director-At-Large – Island. The other two positions will not be appointed until next year when they will become elected. The new positions will be Director-At-Large – Coastal and Director-At-Large – Interior. Going forward, in even-numbered years we will elect the Treasurer, Secretary, and Director-At-Large – Island. In odd-numbered years, we will elect the Superintendent, Assistant Superintendent, Director-At-Large – Coastal, and Director-At-Large – Interior.

The 7th Division of the Pacific Northwest Region (PNR) of the National Model Railroad Association (NMRA) will hold its Annual General Meeting (AGM) on March 9th, 2026, at 8 p.m.

As a part of the AGM, we will hold elections for Treasurer, Secretary, and Director At Large. The following positions are up for election:

The current Treasurer, Larry Sebelley, has agreed to stay on for another term, if elected.

The current Secretary, Randy Nussli, has agreed to stay on for another term, if elected.

The current Director At Large – Island, Ken Rutherford, is stepping down. Dan Rowsell has stepped up.

There is an open call for nominations for all these positions. If you would like to nominate someone or yourself for one of these positions, please contact one of our board members. The official for this election is our Assistant Superintendent, Tim Horton, at assistantsuperintendent@7divpnr.ca.

Your membership is at work in our community. Moscrop Secondary School (Highschool) in Burnaby, British Columbia, Canada, has an Arts program featuring Model Railroading. Aidan Botting has provided an update of their progress. Aidan's update can be found in the January/February issue of the 7th Division *Bulletin Board*. [Click Here](#). Comments can be sent to moscropmodelrailroading@7divpnr.org.

Lastly, it is with great sadness that I pass along that Mark Dance disembarked our train on Christmas Night. Many of us were fortunate to have been invited to operate on his wonderful Columbia and Western. Mark was a fantastic modeler and inspiration to many. My heartfelt condolences and the condolences of the 7th Division go out to Mark's family and friends. An obituary for Mark can be found in the January/February issue of the 7th Division *Bulletin Board*. [Click Here](#). We've also included it in this edition of The Switchlist on pp.12-13.

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 may be permitted with the editor's prior approval. 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 ad in The 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.

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Timetable

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

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

2026

February 14-15 (Sat-Sun), Saskatoon SK

The Annual All Aboard Model Train Show. Watch <https://prairierailworkshop.com/train-show/> for upcoming info or email allaboardtrainshow@gmail.com.

February 28, Portland OR

Willamette Model Railroad Club annual swap meet. Kliever Armory, 10000 NE 33rd Avenue, Portland, OR. <https://wmrrc.com/> for more information.

March 7, Spokane, WA

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



March 8, Spokane Valley, WA

River City Modelers [Model Train Show](https://www.rivercitymodelers.com) at the Spokane County Fair & Expo Center. 404 N. Havana St. 9:30 a.m. to 3:30 p.m. Admission \$8 cash, 12 and under free. We have over 200 tables of all things Railroad-related plus operating Free-mo layouts in HO and N. Also smaller Lego, O Scale, N Scale layouts and Operation Lifesaver will be there, too. The Wtrack wooden train will be set up for children to enjoy. A portion of our proceeds from each show is donated to a local children's charity. For more information contact Shirley Sample, 509-991-2317 or via email shirleysam-ple13@gmail.com.

March 21-22, Squamish, BC

Sea to Sky Model Train and Hobby Show 2026. 39645 Government Road, Squamish, BC
For more information, visit their website <https://www.wcra.org/model-train-hobby-show/>

April 4 (Sat), Edmonton, AB

[MMRF Spring Swap Meet - 2026](https://www.mmrf.ab.ca). Central Lions Seniors Recreation Centre, 11113 - 113 Street, Edmonton, Alberta. 11 a.m.-2 p.m. Free parking in rear. More information to come at: <https://www.mmrf.ab.ca>



April 12, 2026, Nanaimo, BC

Annual Nanaimo Model Railroad Show, Beban Park Recreation Centre 2300 Bowen Road
Watch their website for updates <https://www.nanaimotrainshow.com/>

April 25-26, Calgary, AB

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



April 25-26, Regina, SK

[Regina RAILFEST 2026](https://www.railfest2026.ca). CANCELLED

April 25 (Sat), Longview, WA

Longview, Kelso & Rainier Model Railroad Club Spring Model Train and Toy Swap Meet. Cowlitz County Event Center, 1900 7th Avenue, Longview, Washington, 98632. 10:00 AM to 3:00 PM, Admission \$5, Children under 12 free with Paid Adult,

Early Bird Special: get in between 9AM and 10AM for \$10.00 Each. Free Parking! On-Site Food Vendor, Vendor Info: \$35 for 8' table, bring your own cover, setup 6:30-9:00 AM Saturday.

For more info, visit [lkrtrains.yolasite.com](https://www.lkrtrains.yolasite.com) or contact Howard Flick at 360-751-7276 or flickh@yahoo.com.

April 25, Livingston, MT

[34th Annual Livingston Swap Meet](https://www.livingstondepot.org/railroad-swap-meet.html) in the Livingston depot, 9 to 1 p.m. For more info, visit <https://www.livingstondepot.org/railroad-swap-meet.html>

April 26, Helena, MT

44th Annual Helena Railroad Fair, Civic Center from 9:30 a.m. 3:30 p.m. Admission \$5, 12 and under free. Up to 200 tables of railroad items, tinsplate and toy trains, scale models, railroad collectibles. Buy, sell, or swap. Operating Layouts too. Contact: Helena Railroad Fair, PO Box 4914, Helena, MT 59604-4914, 406-459-3470, email: rrfair@mt.net.

May 13-16, Tigard, OR

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



May-22-24, 2026, Burnaby, BC

[Railway Modellers Meet of British Columbia \(RMMBC\)](#). Online Kickoff: April 30, May 14. In person Meet: May 22 – 24, 2026. The Railway Modellers’ Meet of British Columbia is held every year to advance the practice of railway modelling in British Columbia by providing a forum where model railroaders can meet and exchange ideas with their local, regional and national counterparts and in so doing enrich their involvement in the NMRA and SIGs.

June 5-7, Ft. Saskatchewan, AB

Heartland Express, 6th Division Annual Meet

July 27-August 2, Chattanooga, TN

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



September 19-20, Calgary, AB

Heritage Park 40th Anniversary Railway Days. Watch <https://heritagepark.ca/events/railway-days/> for updates.

October 3-4, Edmonton, AB

[2026 Greater Edmonton Model Train Show](#). Edmonton Expo Centre, 7515 - 118 Avenue, Edmonton. 10 a.m. to 5 p.m. both days. Operating Layouts, Dealer Booths

October 18, Edmonton, AB

[Edmonton Model Railroad Associations](#) Open House. 10 AM to 4 PM at Fort Edmonton Park’s Freight Shed, 7000 143 St NW, Edmonton, AB. A large selection of model railroad equipment will be for sale.



October 24 (Sat), Edmonton, AB

Central Lions Seniors Recreation Centre, 11113 - 113 Street, Edmonton, Alberta. 11 a.m.-2 p.m. Free parking in rear. More information to come at: <https://www.mmrf.ab.ca>



November 7-8, Moose Jaw, SK

[Thunder Creek Model Railway Club](#) Model Train Show. New location and dates - Moose Jaw Exhibition Convention Centre. This is a significant change from our usual time and venue; however, we believe that we will be able to better accommodate all exhibitors and guests. More details will follow.



November 21 (Sat), Longview, WA

Longview, Kelso & Rainier Model Railroad Club Fall Model Train and Toy Swap Meet. Cowlitz County Event Center, 1900 7th Avenue, Longview, Washington, 98632. 10:00 AM to 3:00 PM, Admission \$5, Children under 12 free with Paid Adult. Early Bird Special: get in between 9 AM and 10 AM for \$10.00 Each. Free Parking! On-Site Food Vendor. Vendor Info: \$35 for 8' table, bring your own cover, setup 6:30-9:00 AM Saturday. For more info, visit lkrtrains.yolasite.com or contact Howard Flick at 360-751-7276 or flickh@yahoo.com.

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

NMRA Calendar Online

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

Then check out the online NMRA Calendar.

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

If you want your upcoming event posted on the NMRA calendar, send the event information to calendar@nmra.org.

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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

