



# The Switchlist

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

May 2017

Form 255  
UNION PACIFIC RAILROAD COMPANY

SWITCH-ENGINEMEN'S DAILY REGISTER

FOREMAN	No. of Helpers	ENGINEER AND FIREMAN	Compared Time	Job Worked	Highest Bulletin Number	Left Round House or Hoist Track	SHIFT WORKED		Arrived Round House or Hoist Track	HOURS WORKED			Accumulated Miles	Explanation of Meal Period, Overtime, Delays, etc.
							Began Work	Quit Work		Meal Period	Straight Time	Over Time		

## Illinois Central Gulf Switchlist

YRS15, Friday, February 7, 1982  
 at: Reserve  
 Time: 7:15 AM Throttle: 0  
 Next Yard: St. Rose, LA  
 Draw Maduro  
 Origin: Reserve, LA  
 7-027  
 Destination: St. Rose, LA  
 UP 2701 Cabin: 199044

be SPOT NxtLoc Tons Contents Hdg

Hall 2 42 700M 4865  
 Form 818-A Standard—Small  
**SWITCH CARS CAREFULLY AND SAFELY  
 AVOID ROUGH HANDLING**  
 Santa Fe  
 (Insert Name of Railway Company)  
**SWITCH LIST**

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

CAR	Initials	No.	Contents	Destination	Consignee	Tonnage
1						
2		68820	70	70		
3		68262	72	72		
4		68758	72	72		
5			55	72		

Unloaded at 3600 hrs  
 Temp 70  
 Fuel OK  
 Tools OK



**In This Issue**

- Passing of Don Locke
- Spokane Falls Express 2017
- How to Build a Track Bumper
- 1970s Shoebox Dual-Lamp Fixture
- Officer, Staff, and Division Reports
- Timetable

N.P. 1204  
 LOCAL SWITCH LIST  
 SWITCH LIST OF ALL WORK TO BE DONE BY CONDUCTOR

TRAIN NO. \_\_\_\_\_ ORS3

Duplicate AT STATION

INITIAL	NUMBER	CONTENTS	FROM
1			
2			
3			
4			
5			
6			
7			



## The Switchlist

### Editor:

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406.589.6256

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

### SUBSCRIPTIONS

*The Switchlist* is available free of charge online at the PNR website, [pnr.nmra.org](http://pnr.nmra.org). PNR members with current email addresses on file with the NMRA will receive an email notice when the latest issue is posted. To receive notice when the next *Switchlist* is posted (and other news of interest to PNR members), join our email list by sending a blank email to:

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### CONTRIBUTIONS

Readers of *The Switchlist* are encouraged to submit news, articles, photos, and drawings about PNR activities past, present and future, and articles on other aspects of model railroading are also appreciated. If the work of others, is being included, please ensure you have their written permission and include attributions as appropriate. All contributions must be digital and preferably in file formats compatible with the Microsoft platform.

Photographs and illustrations are encouraged in all common digital formats. The Editor reserves the right to accept, reject, and edit contributions as space, time, and suitability of material dictate. *The Switchlist* does not pay for articles.

Please email your contributions to the editor at [switchlist@pnr.nmra.org](mailto:switchlist@pnr.nmra.org). Deadline for submissions is:

February 1

May 1

August 1

November 1

Letters to the editor and other editorial opinions are those of the author and do not necessarily reflect opinions and policy of the PNR or NMRA. Complete staff and contact information is available in this newsletter and on the PNR website: [pnr.nmra.org](http://pnr.nmra.org).

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# Springtime

Spring has returned to the Pacific Northwest, bringing much appreciated warmer weather, flowers, and green grass. The nice weather alone and outdoor activities are enough of a lure to get us out of the train room or away from the workbench. But, that's not enough. I'm also already into the lawn mowing and other landscape maintenance. However, being a forester, I actually really like an excuse to work outdoors (at least when the weather is nice). The downside of all this is the time devoted to model railroading must give way a bit. I figure the initial Spring cleanup work will ease a bit and I'll be able to reclaim time for this hobby that I also love.

Here's one last reminder and nudge...the 2017 PNR convention, [Spokane Falls Express](#), is only three weeks away! The convention schedule, and information on tours, clinics, contests, and other events are posted on the website. In case you haven't heard, NMRA President Charlie Getz is the keynote speaker at the Saturday evening banquet. Also, I have to put in a plug that volunteers are needed to help make this a successful convention!

Once again, we've lost another valued member of the PNR. Don Locke, 5th Division member and the PNR's Vice-President as of one year ago, passed away on February 4th. Please see page 3 for more information about Don and his involvement in our model railroading community. Our thoughts, prayers, and deepest sympathies are extended to Martha and her family.

Inside this edition of *The Switchlist* are two construction articles, one by Andy Doll and the second by Bill Fassett. Andy presented his material as a clinic at the Third Division's Spring Meet back in March. This is a good example of how you can take material you've already prepared (in this case, originally for a clinic) and share it with a wider audience through publications such as *The Switchlist*. Bill's layout needed light fixtures not readily available through manufacturers, so he developed the techniques to meet his needs. We're always looking for new content for *The Switchlist*, so please consider this an open solicitation for more articles as a means to pass along your knowledge. Many thanks to Andy and Bill for investing the time and energy in preparing these articles to share with you.

One more item...it's time to plan your summer travels, so please consider participating in one or more of the many model railroading events listed in the Timetable on pages 14-15 (also on the [PNR website](#)).

Now, go forth and get those gotta-do outdoor chores finished while enjoying the fresh air and exercise. Then you can get right back to your latest modeling project with a clear conscience!

I'll see you in Spokane!

Greg Kujawa, Editor

## It's Not Too Late! June 7-10, 2017

## 2017 PNR Convention— Spokane Falls Express

### Spokane, Washington

For more information, visit:

[http://www.pnr5d.org/index\\_spokanefallsexpress2017.htm](http://www.pnr5d.org/index_spokanefallsexpress2017.htm)

# PNR News and Announcements

## Passing of Don Locke

Shirley Sample

It is with great sadness that we announce the loss of another active member of the PNR model railroading community. Don Locke was Secretary of the Fifth Division for a couple of terms, then volunteered at the PNR Convention in Tacoma to be the PNR's Vice President. He held that job until the end of August 2016. Don attended several swap meets and train shows working hard on membership recruitment for PNR/NMRA.

Don had lived in Helena, Montana, for a few years and was involved with a modular N Trak group. He then moved to Salem, Oregon, and lived there for a few years before finally moving to Wenatchee, Washington, to live near his son.

Don's obituary is below.

Donald Locke—September 25, 1941 - February 4, 2017

Wenatchee - Donald Locke was born in Tacoma, WA, September 25, 1941, and died in Wenatchee, WA, February 4, 2017. Don lived in Oregon and Montana most of his adult life, moving to Wenatchee, WA, last year.

Don is survived by his wife, Martha Locke, son, Michael Locke and wife Andrea, granddaughters, Kelly and Nicole. Also surviving are his mother, Mary Locke, and sisters, Nancy Dalpiaz and Mary Ursin.

A memorial service will be held at First United Methodist Church of Wenatchee, 941 Washington St., February 12, 2017, at 2:00pm. Those who wish to make a gift in memory of Don may direct it to the church.

Please express your thoughts and memories on the online guest book at [jonesjonesbetts.com](http://jonesjonesbetts.com). Arrangements are by Jones & Jones-Betts Funeral Home. Condolences may be sent in care of the funeral home at 302 Ninth Street, Wenatchee, WA 98801.

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## Spokane Falls Express 2017

The 2017 PNR Convention, **Spokane Falls Express**, is scheduled for June 7–10, 2017, in Spokane, Washington. The convention committee has established a [website](#) with preliminary information posted. This includes hotel information and registration, the schedule, tours, clinics, and convention registration (both online and hard copy mail-in options). Be sure to visit the website for the most current information and start making your plans to join your fellow PNR members in Spokane this June!



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## Build a Track Bumper

Article and photos by Andy Doll

PNR 3rd Division Spring Meet, March 25, 2017

I'm at the point of construction on the Pennsylvania & North Western where I discovered that I needed to build or purchase 33 end-of-track bumpers. Since I didn't totally wear out my chopper when I built the big trestle, I thought I would give it another mass production job.

The quantities shown at the end are for one bumper, so a little math (very little) tells me that I will need 264, 132 and 66 pieces of each size of tie, respectively.

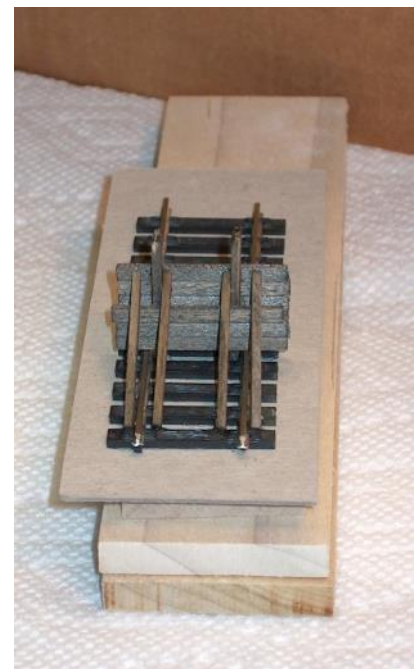
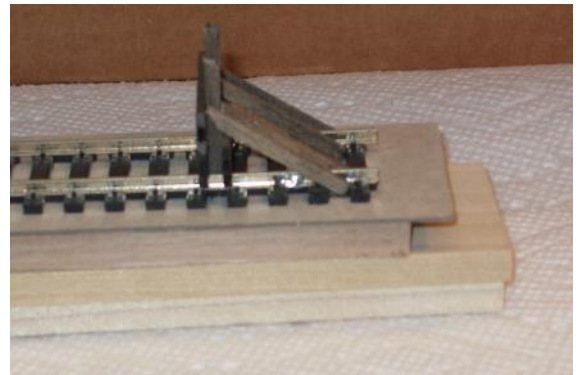
This track bumper may not fit your railroad, but the P&NW is a short line, transition era, late 1940s railroad. Wood tie bumpers fit in very nicely. Another benefit of building with ties is that you are able to beat up some of the bumpers so they will look as if they had actual been heavily used. Excessive weathering, including some destruction, seems to bring out the best of me.

**Work Order**

1. Cut all of the square ended ties you will need for your project.
2. Cut the angled ties. Square on one end, 45 degrees on the other.
3. Stain by soaking in the trough. Work with small batches so that the pieces do not pile up or stick together. This should only take a minute or two depending on the amount of weathering or age that you prefer. Test one.
4. Remove from stain and pat dry with paper towels.
5. Edge glue 5 ties together. Don't line up ends evenly.
6. Edge glue another 3 ties. Don't line up ends.
7. Place a stop block between the rails of the piece of scrap track. Stand the 5-tie piece across the rails up against the stop block.
8. Glue the two 1" ties vertically to the 5-tie piece. Vertical member should stand between two ties of the scrap track and against the bottom flange of the rails.
9. Glue the 3-tie piece across the rails on the opposite side of the 5-tie piece.
10. Push another block up against the work piece and hold for final positioning of pieces and glue clean up. Place under a weight for complete drying.

**Installation**

11. Stand bumper on the rails with the 5-tie side facing away from the end of the track. The two upright ties go down between the 4th and 5th ties from the end. Glue bottoms of uprights to your base. Use ample glue as you will be covering it with ballast.
12. The four angled ties are designed to act as braces to hold the bumper in a vertical position. The two middle braces: seat the square end between the last two ties, rest it on the 3-tie stack and lap the inside face of an upright with the angled end. The two outside braces seat between the last two ties, rest on the 3-tie stack and butts against the back side of the 5-tie stack with the angled end.
13. Ballast and landscape your track.
14. You may wish to keep the A/I weathering mixture and a fine pointed brush handy to cover any broken ends resulting from excessive stressing.
15. I think a nice touch would be adding a bolt/nut casting to both ends of each horizontal tie. This is OK if you are only making one or two bumpers, but 33 of them; that's 528 bolts to drill a hole for, insert and glue. What a way to earn a one-way ticket to the happy farm.



<u>Materials</u>	<u>Quantity</u>	<u>Tools</u>
1-1/8" Track Ties (square ends)	8	Chopper
1-1/8" Track Ties (angled ends)	4	Xacto Knife
1" Track Ties (square ends)	2	Tweezers
Glue		Glue Picks
5"-6" Scrap Track		Wood Blocks
Black India Ink/Alcohol Mix		Weights
Paper Towels		Trough

# 1970s Shoebox Dual-Lamp Fixture for Street or Area Lighting—HO Scale

Article, Photos, and Design by William E. Fassett, 5th Division, River City Modelers, Spokane, WA

CAD drawings by Sharon E. Fassett, SEF Creations



Many modern street lighting fixture styles emerged in the 1950s to accommodate newer lighting sources, such as mercury vapor lamps, and the most common of these in the US is the Westinghouse OV-25 "Silverliner," introduced in 1957 and redesigned in 1964 and 1979. This fixture is one of several that have been replicated commercially in HO scale.

While these were ubiquitous in the 1970s in which the buildings on the River City Western layout are set, by the late 1960s and early 70s, more modern-looking fixtures were emerging, following "high-tech" or "postmodern" design approaches. Shoebox designs, which are quite common today, first appeared in the early 70s. These are not so readily available commercially. I developed some building-mounted single lamp shoebox fixtures to place on buildings in one industrial scene on the layout. Later, it became apparent that we needed pole-mounted lamps for the parking lots on the scene, so I began to look for relatively easy to model dual-lamp shoebox fixtures, and found one particular example from the 1972 platform lighting of the Bay Area Rapid Transit (BART) station in Richmond, CA.



Westinghouse OV-25 mercury vapor lamp

I have observed other similar streetlights in the Pacific Northwest, but don't have pictures, and some of them may certainly have been developed after the 1970s. My model is an adaptation of the BART lighting to a different setting. The major differences include different colors for my lights. The BART lights were a uniform color that appears in most images

to be bronze anodized aluminum, which was consistent with "high-tech" designs during that period. In my case, since the existing shoebox building-mounted fixtures were painted flat black, I chose to repeat that for the housing on my streetlights. I painted the pole to imitate aluminum. Second, unlike the BART fixtures, which were controlled centrally, my lights have photoelectric controls (the little blue dome on many streetlights), based on the Fisher Pierce 6600 series controllers. Third, unlike the BART fixtures, mine are designed for placement in parking lots, so they are mounted on a concrete base rather than flush to the parking surface.



1972 - BART station, Richmond, CA









These shoebox-design platform lights were controlled centrally, so no photo-cells. I chose a taller concrete base for my lights because they will be in a parking lot, not on a pedestrian platform.

I chose to use brass to make the model, in part because making the pole of brass allows me to use the pole to serve as the ground electrical conductor, and limits the number of wires I need to fit into the lumen of the pole. In addition, the K-S 1/4" x 1/8" rectangular tube is a reasonable width and height to replicate the prototype fixtures, which are in the range of 10" x 18" x 54". I chose to make the fixture length 16 mm in length when finished (4.6' in 1:1 scale). The following pages illustrate the parts I created to assemble the fixtures (I made 10 total for the layout), and describe assembly procedures. Not all of the drawings are to scale.

The 1970s-era dual-lamp street lamp with shoebox housing shown here utilizes the materials shown. The unit cost is less than commercially-available lighting products, and the project models a 1970s "high tech industrial" style of design that is not commercially available in HO scale.



## Description of Parts

A	<p>1/16" brass rod K-S #8162; ~ 3.8 mm when trimmed; top portion above shoe box represents photo cell. Final painting – Model Flex #59, Amtrak Blue</p>	
B	<p>Made from 1/4" x 1/8" rectangular brass tube, K-S #8264, 16 mm long when finished, center hole #52 drill Final painting – Model Flex #119, Flat Black</p>	
C	<p>3/32" (2.4 mm) square brass tube, K-S #8150  Cut to 11 cm length #52 drill through 2 opposite sides, ~ 2 mm from end of tube  LED (+) wiring will emerge from lumen of tube through hole. Tip: Before soldering the twisted pair magnet wire to the LEDs, thread the 30 AWG twisted pair through lumen from top to bottom, with enough separation and curve in the last few mm of wire that the ends will spring into the holes in the tubing on each side as they are pulled by them, and can be grabbed by tweezers for pulling back through the hole and then soldering to LEDs. (See Wiring LEDs and Figures 2 and 3 below.)  Final painting – Model Flex #186, A.C. Imitation Aluminum (Note, my paint scheme was not drawn from the BART prototype example shown at left, which appears in some images to be a shade of bronze anodized metal throughout. My scheme was taken from lighting structures of similar design observed in the Pacific Northwest, and may reflect post-1970s-era repainting. The flat black housing color was chosen to match single-lamp shoebox fixtures on other buildings in the same scene on the River City Western Railroad layout.)</p>	
D	<p>1/16" square (1.6 mm) brass tube, K-S #8149  Cut to 3 cm length</p>	
E	<p>0.016" brass strip, K-S #8230, 6.3 mm x 6.3 mm; center hole 5/64" (2 mm) Corner holes - use #70 drill for Grandt Line Nuts, Bolt, and Washer Assy. Final painting – Model Flex #186, A.C. Imitation Aluminum</p>	
F	<p>5/16" basswood dowel, 7.5 mm length; center hole 5/64" (2 mm) Final painting – Model Flex #11, Concrete Gray</p>	
G	<p>1/8" basswood; 25 mm x 15 mm overall, long sides are 20 mm; center hole 5/64" (2 mm) Final painting – Model Flex #11, Concrete Gray</p>	
H	<p>Tin from can; 10 mm x 15 mm; center hole 5/64" (2 mm); serves as magnetic base.</p>	

## Construction

### B – Making shoebox lamp housing (Fig.1)

B.1 – Cut K-S #8264 rectangular tubing to 22 mm length

B.2 – Using Dremel cutoff disk, remove bottom side of tube to form 3-sided channel

B.3 – Clip 3 mm sections from each side at each end to leave a flap that will fold down to become housing ends

B.4 – Bend ends down to form shoe box lamp housing; trim ends to match sides; drill #52 hole in center

B.5 – Insert brass rod (A) through hole; using a jig to keep perpendicular to lamp housing; solder brass rod in place as well as corners of the housing; trim rod to be even with bottom of box and to extend ~ 0.8 mm above top; cut a rectangular piece of black electrical tape to fit within box, large enough to cover sides; punch center hole to fit over rod, and line inside of box with tape. Trim excess tape flush with bottom sides of housing.

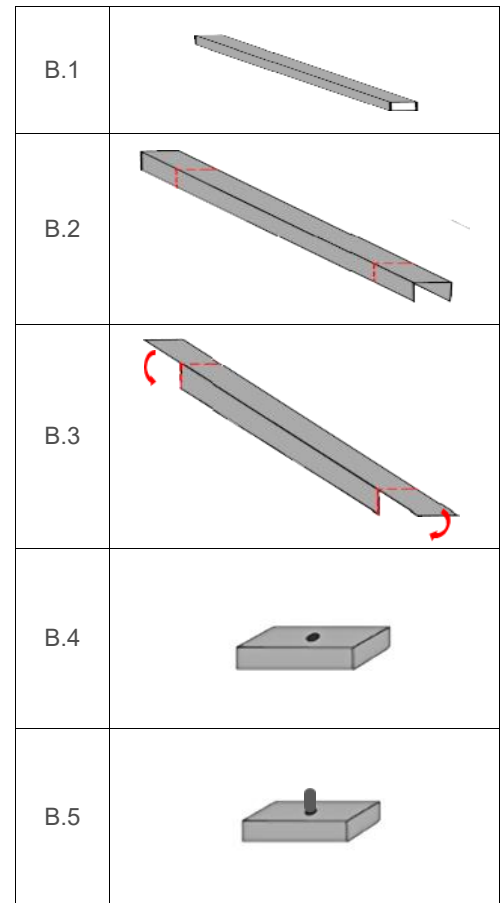


Fig. 1. Shoebox Lamp Housing

### E – Anchor plate

The anchor plate is made from K-S #8230 brass strip, cut to 6.3 mm x 6.3 mm (1/4" x 1/4"); trim corners; drill 5/64" center hole. Mark locations for corner holes with punch or awl.

### F + G – Concrete base

Using a short piece of K-S #8149 tube (see D) as a centering pin, center F on G and assemble with wood glue. Paint with Model Flex #11 Concrete Gray or similar.

### E + F/G + H – Anchor plate, base and magnet plate.

Center E on F/G using centering pin, cement with Goo. When Goo is set, with centering pin still in place, drill 4 x #70 holes in corners where previously marked. I used a Dremel drill press for this step. Insert Grandt Line #5123 2 1/2" nut, bolt and washer assemblies into holes and cement in place. Paint anchor plate and hardware using Model Flex A.C. Imitation Aluminum #186 or similar – use same color as for lamp post. Center H on bottom of E/F/G and cement with Goo.

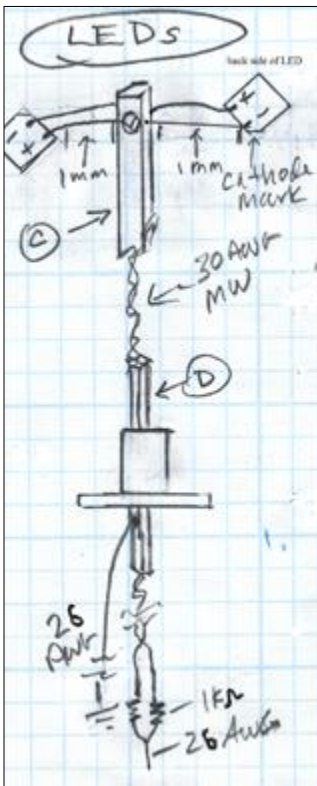


Fig. 2. Wiring diagram

### A/B + C – Wiring LEDs (Fig. 2)

Anodes (+) are connected to ~ 16-1/2" of 30 AWG red/green twisted pair insulated magnet wires (e.g., Evan Designs), which extend from the lumen of C through the hole in the top sides of C. LEDs are 3 mm 3 v 30 mA (Digi-key #475-2609-1-ND). Cathodes (-) are connected to sides of C that do not have a hole, and soldered, using 28 AWG solid wire. A notch on the back side of the LED marks the cathode terminal. LEDs are assembled in lamp housing with CA, which also acts as an insulator. The bottom end of the rod (A) fits into lumen of C and is attached with CA.

### C + D – Lamp post and support rod

Thread magnet wire from LED anodes through lumen of support rod (D). Slide C onto D leaving ~ 1.5 cm of D exposed. Tack solder C & D on one side and file solder to minimize thickness at the tack joint.

### C/D + E/F/G/H – Final assembly and wiring (Fig. 3)

Thread magnet wire through hole in E/F/G/H and insert exposed section of D into hole in base assembly. D should extend ~ 5 mm below base assembly. Solder 12" length of 26 AWG stranded wire (black or blue) exposed portion of D. Thread magnet wire and 26 AWG wire and exposed portion of D through 5" length of 3/32" heat shrink tubing (black) and shrink

wrap to D. Solder each strand of magnet wire to its own 1 K ohm 1/4 W resistor and use 1/16" heat shrink tubing to insulate joints. Twist remaining leads of the resistors together and solder to ~ 6" of 26 AWG stranded wire (red or yellow). Use ~ 3" of 3/16" heat shrink tubing to wrap both 26 AWG wires from about 1" above the resistors, leaving ~5" of 26 AWG wires exposed. I labeled the resulting assembly "resistors installed for 12 VDC" with labeling tape. The black or blue wire is connected to ground; the red or yellow wire is connected to + 12 VDC.

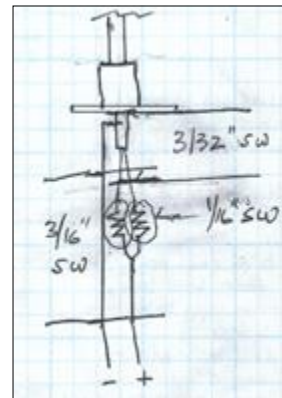


Fig. 3. Final wiring



Columbia Heights, River City Western layout, still under development



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# Officers' Reports

## President's Report

Jack Hamilton

Prez Sez,

Division activities appear to be ramping up throughout the Region with a number of Division Meets either scheduled or already occurring. Please make sure to make a solid effort to attend with all your other Division members. If nothing else, it is a great opportunity to put faces with names and enjoy a bit of fellowship with old (not a comment on age) friends. This time around, I want to talk about the upcoming Region Convention in Spokane Falls and a bit more on effective Division level activities.

Our Fifth Division compatriots are doing a splendid job setting up what gives every indication of being a great gathering and a time for fun. The clinic line up, tours, and other activities should be a draw for all. Having NMRA President Charlie Getz on site with us also gives you a chance to talk to the top dog and get answers to those questions that always nagged you. There will also be a chance to pit your talents against others in the Contest Room or get the AP guys to evaluate your work. Both options are available and the choice is yours. If you are going to bring something to be looked at please let me know in advance so we can also use the Convention as a way to complete additional vetting of our Distant Evaluation program. In addition to all the fun stuff, I expect the Board will spend some time and energy working on ways to increase participation, better serve current members, and explore more effective recruiting procedures to bring new modelers into the NMRA. I am really looking forward to the Convention and certainly hope to see you there.

In my home division (Fourth), an effort is being made to lure more members out of their basements, garages, and attics and become more engaged in Division activities. Based on an idea that has proven effective in the Lone Star Region, we have commenced a series of special scheduled "Make and Take" (MAT) Clinics. The events are currently set up on a quarterly basis, with each clinic being held in a different location within the Division. The moving location makes sure we serve the members throughout a Division that is about 200 miles square and is the home to several metropolitan areas and over 500 members. To get the effort started, we first developed a list of possible clinics that would fit the MAT format and could be essentially completed in 5 or 6 hours. Our clinic matter list expanded to about 15 with room to grow depending on the desires of the Division. The effort was set up so that a few people handled the logistics effort for the activities and instructors were recruited to suit the subject matter. "Kits" of the necessary materials for the clinic are ordered and assembled by the logistics team, which also arranges venues. Required tool lists are sent to those who are attending and the Division provides some of the less common tools to allow all to play and to introduce new tools to the modelers. Because the intent of the clinics is to introduce new skills, methods, and tools to the modelers, we work to those ends. To date, we have conducted one clinic to build a basic flat car in wood and the second was to construct a track feature using Fast Tracks jigs. [Note: We used Fast Tracks jigs owned by the Division, jigs that attendees had, and borrowed jigs.] The response to both offerings were full houses and well satisfied customers. If you are not doing something like the MAT, give it a consideration. Not only does it expand the education effort, but it is also a good way to get more people involved in the Achievement Program.

Speaking of the AP (see the latest report on pages 10-11), you are doing a great job in participating and leading the way for others to get involved. The number of Merit Awards and AP Certificates being earned and the number of members being recognized as Master Model Railroaders is truly exceptional. Please keep up your effort and let's bring AP to every member. On that note, Fourth Division is sending a team of AP evaluators into the far distant lands of Alaska (the Last Frontier and a part of Fourth Division long ignored). The initial excursion is to the Anchorage area with the intent of completing as many evaluations as possible, providing instruction on how to use Distant Evaluation, and recruiting new members if possible. Time to visit the Fairbanks area is not available on this trip but we will look forward to that visit sometime in the future. The bottom line is that this is one more effort to bring NMRA and the benefits of membership to each individual. After all, there just has to be something more than reading the Tool Car column and Charlie Getz's musings each month.

Just my thoughts – I would like to hear yours.

Jack

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## Vice-President's Report

Shirley Sample

Plans are continuing for the June PNR Convention in Spokane. Tours, clinics, layout tours, and prototype tours are all being finalized.

I have developed a letter to send out to PNR members who have not renewed and will start sending it out with the May PNR membership reports I receive. The letter will be asking for reasons why they did not renew so we can get an idea of the issues we are facing with members dropping their NMRA membership. I'm hoping to get comments back so we can start to address this. I'm sure there will be more discussion on this at the BOD and membership meeting in Spokane.

If anyone has any questions of me, feel free to contact me via email - shirley@busnws.com, home phone 509-292-8332 or my cell phone 509-991-2317. If I don't answer, please leave a message and I will call back.

Looking forward to seeing everyone in June at the Convention.

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## 2016 Treasurer's Report

Dave Liesse

No report this quarter.

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## Office Manager's Report

Ed Liesse

No report this quarter.

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## Achievement Program Report

Jack Hamilton, MMR

Questions continue to be posed regarding the various aspects of the Achievement Program (AP) and the requirements for individual Merit Awards and Certificates. The most recent concerned the use of commercial scribed "rivets" and their impact on scratchbuilding points. The answer is "no impact." The rivets are not counted (I always wanted to say that). We also got some additional guidance that nut/bolt/washer assemblies (commercially available) are considered in Detail but not counted in the Scratchbuilding category. This is important because, for most trestles or massive wood structures, evaluators expect to see how the assembly is held together (moss and luck are not the right answer) and expect to see fasteners of some kind.

Individuals who are interested in the AP or who are considering asking for an AP visit are frequently turned off when they open the AP web page and see the massive amount of information there. My words of advice—if you are going to read all of the stuff before you start, please don't. If you feel compelled to read, consider the material as you might a poorly written novel. I am not downplaying the serious content of the AP guidelines but rather the extensive volume of "stuff" that confronts the modeler. Please look at the requirements for the actual category you are considering (that includes the evaluation matrix for Cars, Structures, and Motive Power) and mark the material up with the questions you have. Remember to read the material as presented. Periods make a difference, so recognize them and don't run sentences together. Assume nothing (other than the requirements can be met) and question everything. Ask your Division AP Manager to help you understand and to answer your questions. If that does not work, the questions will come to me and, if necessary, be referred to national for a clarification. Please do not let the volume of material stop you and keep in mind that in PNR we pride ourselves on bringing the program to the member rather than making the member beg for support.

The PNR continues to do well in the AP and the results reported this time around will make that pretty clear. In a very unusual set of circumstances, three individuals completed their requirements for recognition as an MMR in a single seven-day period. Subsequent to that, two more modelers completed their requirements on the same day. It was interesting to note that the time period several individuals had spent actually working in the program varied greatly from over 10 years to a single visit completion. What was actually important was that each of the individuals developed and employed the necessary skills to be recognized in at least seven different areas to earn the Master Model Railroader certification. And, while it may seem that we are going through our participating members quickly, there are still a significant number working in the program and approaching certification.

Our most recent Master Model Railroaders are:

**Bill Busacca MMR #587.** Bill earned certificates in Motive Power, Cars, Structures, Scenery, Prototype Models, Electrical, Volunteer, and Author.

**Dale Kreutzer MMR #588.** Dale earned certificates in Electrical, Dispatcher, Prototype Models, Scenery, Structures, Cars, and Volunteer.

**David Yadock MMR #590.** David earned certificates in Structures, Electrical, Volunteer, Civil, Scenery, Author, and Cars.

**Jack Tingstad MMR #591.** Jack earned certificates in Cars, Structures, Scenery, Electrical, Dispatcher, Volunteer, and Civil.

**Ron Hopkins MMR #592.** Ron has earned certificates in Cars, Structures, Scenery, Electrical, Motive Power, Civil, and Volunteer.

**Our most sincere CONGRATULATIONS to Bill, Dale, David, Jack, and Ron. WELL DONE MMRs!!**

Since the last report, we have had a number of earned awards in addition to those noted above.

**Doug Burton** earned a Golden Spike

**Norman Skeretting** earned a Golden Spike Award

**Bill Smienk** earned a Golden Spike Award

**Jim Moomaw** earned Merit Awards for Structures (2)

**David Yadock** earned Merit Awards for Cars (5)

**Bill Busacca** earned Merit Awards for Motive Power (3), Cars (4), Structures (8), Scenery, and Prototype Model

**Dale Kreutzer** earned Merit Awards for Structures (3), and Cars (2)

**Jack Tingstad** earned Merit Awards for Civil (3)

**Ron Hopkins** earned Merit Awards for Civil, Cars (3), and Motive Power (2)

**Warner Swarner** earned Merit Awards for Cars (4)

**Gary Lee** Earned Merit Awards for Cars (4)

The following members have earned Achievement Program Certificates:

**Mark Dance**—Association Volunteer

**William Fassett**—Model Railroad Engineer – Electrical

**Rene Gourley**—Model Railroad Author

**Michael Donnelly**—Association Volunteer

**Bill Busacca**—Master Builder – Motive Power, Cars, Structures, Scenery, Prototype Models; Model Railroad Engineer – Electrical; Association Volunteer; Model Railroad Author

**Dale Kreutzer**—Master Builder – Structures and Cars

**David Yadock**—Master Builder – Cars

**Mark Johnson**—Chief Dispatcher

**Russ Segner**—Association Official

**Brian Pickering**—Model Railroad Author

**Jack Tingstad**—Model Railroad Engineer – Civil

**Ron Hopkins**—Master Builder – Motive Power, Cars; Association Volunteer

**Warner Swarner**—Master Builder – Cars

**Gary Lee**—Master Builder – Cars

**Congratulations to all. Well Done !**

For those members not currently active in the AP, please reconsider participating in this primary benefit of membership and get engaged. Try it. You may just find that you'll enjoy the program. While the Division AP Managers will continue to seek out potential participants, it works much better if any interested members simply contact their Division Manager to get the process started. And just remember –

**If you ain't havin' fun, you ain't doin' it right!**

# Division Reports

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## 1<sup>st</sup> Division

Rich Pitter, Superintendent

The 1st Division held its Spring Mini-Meet on April 15, at the Douglas County Library in Roseburg, OR. The program featured several clinicians and a people's choice model contest. After the meeting, the 1st Division Board of Directors held its business meeting, then several models were evaluated for Merit Awards. The Umpqua Model Railroad Club was open for attendees to tour.

The Fall Mini-Meet will be held on September 16, at the Coos County Fairgrounds in Myrtle Point, OR. In addition to a similar program, the HO scale layout at the Museum in the Fairgrounds will be open for viewing and operating.

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## 2<sup>nd</sup> Division

Charlie Comstock, Superintendent

I've been sick and not much new stuff is happening.

Nevertheless the 2nd Division has put on the two meets scheduled for 2017. We are planning more for the rest of the year. Stay tuned for details. Progress continues (slowly) on the 2018 region convention.

We hope to see y'all in Spokane.

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## 3<sup>rd</sup> Division

Tom Waters, Superintendent

We here in the 3rd Division held our Spring Meet in March. We lost our longstanding church meeting place but, in a last minute rush, were able to find a new church that is very excited to host us. We have enough space to hold our Favorite Model contest, Silent Auction, and a separate room for clinics. They have a nice kitchen so we can make coffee and have donuts. As it turns out, the new location is exactly five miles south of the old location and was an easy transition. Attendance was around 50 with two new full members and two signing up on the Rail Pass program. I won't go into the money aspect except to say we have a new thing we're doing called a 50/50 split, also know as Split-The-Pot. All donations are divided between the Division and one attendee who's number is drawn. This time, our lucky member generously donated back his half.

At our last business meeting, I asked how many are planning to attend the Regional Convention in Spokane. Roughly there will be around 15 of us. So look out Spokane. Here we come.

As you may be aware, we have a monthly non-NMRA function called a Mini-Meet. We have a no-host lunch, video, and share the latest info around the hobby and trains in general, all prior to visiting a couple of local layouts. As luck would have it, Union Pacific decided to drive its #844 Northern over here to Boise on the same weekend. They claimed it was for the birthday celebration of our depot but I claim they came for our Mini-Meet.

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## 4<sup>th</sup> Division

Russ Segner, Superintendent

The 2015/2016 operating year has been very successful so far. Our major activities included:

- Train show at Seattle Science Center
- Nine area monthly clinics
- Modular layouts appeared at over eight area shows.
- Our membership is steady, currently holding at 544.

Over 75 members attended our 4th Division Annual Meeting at the Bellevue Sheraton. **Kurt Laidlaw**, our Assistant Superintendent, again put together a fine "Hands-On" clinic building Fast Tracks turnouts. Many of the presentations focused on building modules and scenicking layouts.

This year's Golden Grab Iron Award was presented to **Greg Wright** for his long-time involvement in 4th Division activities.

This year, the 14th annual Olympia Model Railroad Layout Tour was held on Saturday, April 22. The following layouts were on the tour this year:

- Jim Younkins' N scale Mud Bay & Southern Railway
- Greg Wright's 1:32 scale Consolidated Republic Mining Co
- Brian Ferris's HO scale Port Townsend & Southern
- Scott Buckley's HO scale Tehama Valley Railroad
- Chuck Ricketts' On30 scale Sherwood, Shelton and Sarazen
- Dave Rakestraw's HO scale PNW mainline and logging layout
- Dean Cody's N scale KD&S Railroad
- The Olympic Model Railroad Society's HO scale Olympic Mountain Rail System
- Ryan Bates' HO scale McCloud River Railroad
- Scott Groff's On30 Quevic Valley Railway
- Keith Newsom's HO P&BD Railway

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## 5<sup>th</sup> Division

Gary Thurow, Superintendent

Spring is finally here and that means the activity rate has picked up within the Division. Several train shows have come and gone. The first of these shows was the Spring Spokane Train Show. I am told that the show sold the most vender tables in the history of the show. Some 230 tables of merchandise were available to the public to select from. I am also told that the attendance was down some, but that there was a steady flow of traffic through the entry doors all day long. The second show was the annual Lewis-Clark Train Show and Swap Meet. This is one of the smaller shows in the Division; however, it seemed well attended. This show has ongoing clinics during the day. The clinics were well presented and many people stopped to learn from them. The last of the shows was the Helena Train Show. Here again the show appeared to be well attended by the public. I have not received any information as to how these shows did as far as attendance.



During these shows, the 5th Division had it's membership team staffing the Divisional recruitment and retention table. Though we did not sign up any new members, we did field a lot of questions regarding the upcoming PNR Convention (Spokane Falls Express).

By the time you read this, the cut-off date for convention registration and hotel reservations will have passed. The convention committee is still hard at work putting the finishing touches on rail and non-rail tours, clinics, and home and club layout tours. We are still looking for people who would like to present a clinic. If you would like to present, please contact Tim Bristow at [timkbristow@gmail.com](mailto:timkbristow@gmail.com). I have been informed by Bill Voogd, the layout tour chair, that those going on the layout tour this year will be treated to two live steam (7-1/2" gauge) tours and rides. The River City Modelers will also have an operation session for about 16 convention attendees on Friday night. A sign-up sheet will be at the convention registration desk. This activity will be on a first-come first-served basis. Engines and throttles will be provided by RCM club members. Club members will also act as conductors.

The last item of news is that the Division held its annual business meeting this past April. Two new officers have been elected. The first new officer is Bill Fassett, who was elected Superintendent. He will replace Gary Thurow, who has reached his term limit for that position. The second new officer is Tim Bristow, who was elected Paymaster for the Division. Tim replaces Bill Fassett who held that office. Both gentlemen will officially take office on September 1st of this year. We wish them both the best in assuming their new offices.

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## 6<sup>th</sup> Division

Ed Molenkamp, Superintendent

Greetings from the 6th Division. I hope you all had a good winter of model building! Spring has finally come to the Prairies.

Some of the Spring shows are over and I was able to attend most of them again this year. All of the shows I attended were well run and I had an enjoyable time. The 6th Division Spring Meet is just around the corner. See our website at: [www.calgaryedmontonexpress2017.ca](http://www.calgaryedmontonexpress2017.ca)

Membership is steadily continuing to grow which is exciting. I am looking forward to the Regional in Spokane in June so

we can present a bid for the Regional to be held in our area in 2019.

I hope to see you then!

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## 7<sup>th</sup> Division

John Martin, Superintendent

May 5–7 featured the 2nd Annual (7th Division) Railway Modeller's Meet of BC (RMMBC). It was an ambitious event that attracted visitors from Alberta and several states in the USA. We even had one guest from Montreal, Quebec, and another from Europe.

The Organizing Committee was led by Rene Gourley and was comprised of Larry and Lori Sebelley, Brian Clogg, Mark Dance, Scott Calvert, Rob Kirkham, Marc Simpson, John Green, John Geddes, and Doug Mayer. Activities included layout tours, many operating sessions, model displays, and numerous well-received clinics. For the first time, RMMBC offered hands-on training in "Time Table and Train Order" operations. In recent years we've noticed a growing interest in "Operations" and these sessions offered a great introduction for those new to this aspect of the hobby.

With over 100 participants attending, the event was an educational and enjoyable three days on the campus of Simon Fraser University in Burnaby, British Columbia. Work has already begun on next year's Meet. We hope you'll join us in May, 2018.

Efforts to arrange local events in the various areas of our geographically large division continued when Russ Watson hosted a small one-day session in the Quesnel, British Columbia, railway station (still used by the Rocky Mountaineer). Russ reported a successful event and we hope he'll schedule another quite soon, as well as be an inspiration to Area Coordinators in our other subdivisions.

See you in Spokane.

## Timetable

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

### 2017

#### Apr 15 (Sat), Anchorage, AK

Military Society of Model Railroad Engineers monthly Open House, 10 AM–5 PM at the club's location on Joint Base Elmendorf-Richardson. Layouts in HO, HO<sub>n</sub>3, N, and O. Admission is Free. Contact Randy "Bj" Bjorgan, [bjorgan@alaska.net](mailto:bjorgan@alaska.net), 907-952-4353 for directions and access from off post.

#### Apr 22–23, Calgary, AB

SUPERTRAIN 2017 Canada's Biggest and Best Annual Model Train Show; 9 AM–5 PM, both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. FREE PARKING at Genesis Centre and McKnight-Westwinds C-Train Station with free shuttle. Adult - \$15, under 16 - free. Over 70,000 sq. ft. of operating layouts, exhibits and displays, railroad artists, hobby shops, model manufacturers, demonstrations, clinics, museums and railroad historical associations, Lego and Thomas Play Area, garden railways, ride-on trains, and much more. Info:- [www.supertrain.ca](http://www.supertrain.ca) or email to [info@supertrain.ca](mailto:info@supertrain.ca)

#### May 5–7, Burnaby, BC

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

#### May 6–7, Regina, SK

Regina Railfest, the largest model railroad show ever held in Regina. At the Tartan Curling Club, it will have 20,000 square feet of layouts, displays, exhibits and vendors. Info: Tyler Smith, [smithtyler@sasktel.net](mailto:smithtyler@sasktel.net) or 306-351-2040

#### May 19–21, Red Deer, AB

C&E Express—6th Division Annual Meet at the Black Knight Inn. Info: [www.calgaryedmontonexpress2017.ca](http://www.calgaryedmontonexpress2017.ca)

#### May 28 (Sun), Victoria, BC

Victoria Model Railway Show, West Shore Curling Rink at Juan de Fuca Recreation Centre, 1767 Island Highway, Colwood, BC. 10 AM–4 PM. Adults \$7, Youth (11–16) \$3, Family \$14, Children (8 and under) free with an adult. Operating model railroad layouts, vendors, swap tables. Info: Ted Alexis (250) 595-4070

**Jun 7–10, Spokane, WA**

SPOKANE FALLS EXPRESS 2017—NMRA, Pacific Northwest Region Convention. Hotel information is now posted; phone reservations are now being accepted at 1-800-RED-LION; use “Spokane Falls Express” as the Group Code. Info: [www.pnr5d.org/index\\_spokanefallsexpress2017.htm](http://www.pnr5d.org/index_spokanefallsexpress2017.htm)

**Jun 10–11, Portland, OR**

Mt Hood Model Engineers Summer open house, 5500 SE Belmont St, 97215. Noon–5 PM. Admission: \$3 suggested donation. Info: [mhmeng@aol.com](mailto:mhmeng@aol.com) or [www.mthoodmodelengineers.org](http://www.mthoodmodelengineers.org) Ph: 503-631-7763; Facebook: Mount Hood Model Engineers Club

**Jun 17–18, Mossleigh, AB**

Train Days at Aspen Crossing—an entire system of G scale model trains by the Rocky Mountain Garden Railroaders. Enjoy 1 hour in length train experience on the full size excursion train that hosted THE POLAR EXPRESS TM! Info: [www.aspencrossing.com](http://www.aspencrossing.com), 1-866-440-3500

**Jun 17 (Sat), Portland, OR**

The Rose City Garden Railroad Society Summer Tour of Portland area layouts from 10 AM to 5 PM. Booklets with directions are available from local area hobby shops and some garden centers for \$10 per family (grandkids to grandparents count as one family). Info: [www.RCGRS.com](http://www.RCGRS.com)

**Jun 18 (Sun), Fort Steele, BC**

Father's Day at the Fort Steele Railway! Throughout the day... special displays, BBQ, engine shed tours and entertainment. Steam train rides \$2 all weekend long. (Dads ride free on Sunday!) Info: [www.fortsteele.ca](http://www.fortsteele.ca)

**Jun 23 (Fri), Edmonton, AB**

Model railroaders Meet and Greet, 4 PM–10 PM at the Deville/North Cooking Lake Community Hall, located at 21033 Wye Road, North Cooking Lake. Info: Ed@ 780-886-8116

**Jun 28–Jul 5, Stettler, AB**

Rails and Tales—In honour of Canada's 150th anniversary in 2017, Rails and Tales 2017 is partnering with East Central Alberta Heritage Society and Alberta Prairie Railway to celebrate the history of steam rail transport in Canada. Bringing together two operating Canadian heritage steam locomotives, Alberta Prairie #41 and Alberta Railway Museum #1392. Rocky Mountain Rail Society #6060 will be on static display. Info: [www.railsandtales.ca](http://www.railsandtales.ca)

**Jul 15–16, Ilwaco, WA**

Clamshell Railroad Days—For over 40 years (1888–1930), the quirky little narrow-gauge railroad, begun as the Ilwaco Railway and Navigation Company, ran along the Long Beach Peninsula. Now come join the fun as we celebrate Clamshell Railroad Days. The \$5 fee includes a souvenir pin and Museum entrance for two days, free for kids under 12. Info: [columbiapacificheritagemuseum.org/clamshell/](http://columbiapacificheritagemuseum.org/clamshell/)

**Aug 17–20, Big Valley, AB**

13th Annual Alberta Free-mo. An entire hockey rink filled with a modular layout! Event open to all Free-mo module owners across North America. Set up begins Thursday August 17th; commence running on Friday, and go until Sunday at 4 PM. Public viewing is 10–4 on each day, and admission is free for viewing! Sponsored by: Calgary Free-mo, a 100% NMRA Group. Info: [www.calgaryfreemo.ca, info@calgaryfreemo.ca](http://www.calgaryfreemo.ca/info@calgaryfreemo.ca)

**Aug 20 (Sun), Wetaskiwin, AB**

Alberta Central RAILWAY DAY. Pancake Breakfast Served from 10 AM to 11:30 PM. with admission ticket. Beaver Tails served from 1 PM to 2:30 PM. Model Train Exhibits and Collectors Show; Exhibits and Telegraph Service Demonstrations; Train Rides, Speeder Rides, Wagon Rides; Spike Pounding Demonstrations; All-Inclusive fare of \$8 per person aged 2 and older. Watch for the grand opening of the Grain Elevator. Info: [www.abcentralrailway.com](http://www.abcentralrailway.com) 780-352-2257 [acrm@explornet.com](mailto:acrm@explornet.com)

**Sep 16 (Sat), Myrtle Point, OR**

The Fall 2017 First Division Mini-Meet at the Coos County Fairgrounds in Myrtle Point. 770 4th St. Doors will open at 9 AM, with the event starting at 10 AM. The fairgrounds' HO scale DCC layout will operate and other layouts are expected to be open for self-guided tours. Clinicians are still sought. Info: Christopher Jones at [LLLandCJJ@aol.com](mailto:LLLandCJJ@aol.com) [pnr.nmra.org/1div/](http://pnr.nmra.org/1div/)

# Pacific Northwest Region Staff

## Officers

**President:** Jack Hamilton MMR, 360-308-9845, [gradiver@wavecable.com](mailto:gradiver@wavecable.com)

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**President's Award:** Dave Liesse, 253-343-3445, [nmradave@liessefamily.net](mailto:nmradave@liessefamily.net)

**PNR Registered Agent:** *Position vacant; please volunteer!*

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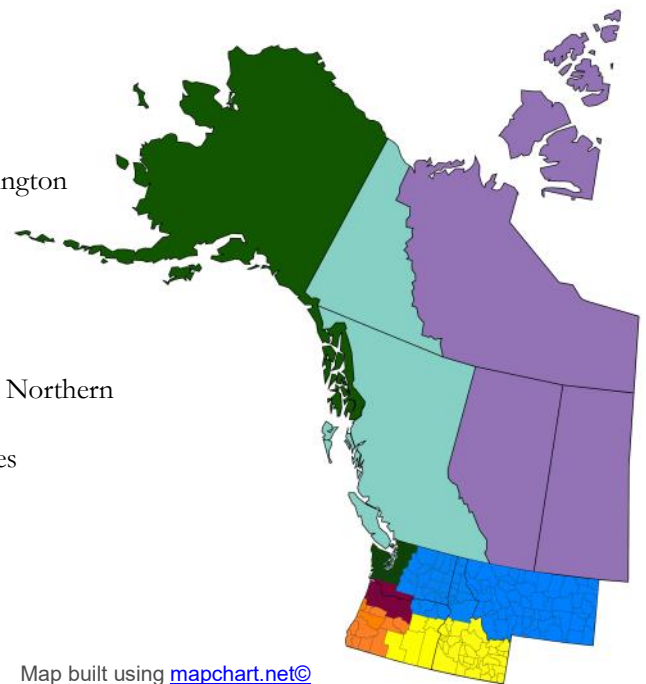
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