



The Switchlist

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

February 2020

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
 7:15 AM Throttle: 0 Next Yard: St. Rose, LA
 Drew 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		69262	72	72		
4		68758	72	72		
5			55	55		

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N.P. 1204 10/75 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			

**MAKE TRACKS TO EUGENE IN 2020
PNR CONVENTION**

APR 21ST - 24TH
 AT THE **VALLEY RIVER INN**
 HOSTED BY THE FIRST DIVISION OF THE NMRA/PNR





The Switchlist

Editor:

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

SUBSCRIPTIONS

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

PNR-NMRA-subscribe@YahooGroups.com

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. 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.

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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Establish Your Anchor Point

I spent part of my forest management career occasionally suppressing wildfires. A primary lesson taught in firefighter school is, upon arrival at the fire, to first size up the situation, order more resources as needed, then begin building the fire line. A solid **anchor point** is critical to ensuring the fire line is securely established. The official definition of *anchor point* is: An advantageous location, usually a barrier to fire spread, from which to start building a fire line. An anchor point is used to reduce the chance of firefighters being flanked by fire.

To a limited degree, I can apply the analogy of a fire line anchor point to my efforts to begin building my model railroad. I have narrowed down my layout design alternatives to five and I want to reduce the risk of any false starts (I'm not getting any younger, so time is precious). A common denominator among these alternatives is a 20' stretch of wall in my train room that will feature a Layout Design Element (LDE) of a large flour mill complex (prototype is in Great Falls, Montana). The layout will use sectional benchwork and likely be constructed in phases, perhaps similar to what [Model Railroad Hobbyist](#) magazine Editor Joe Fugate has named *TOMA* (The One Module Approach). Here's a pic of my anchor point. If I can get started this way, so can you. Consider establishing your anchor point this winter!



The "PNR News and Announcements" section has a number of items warranting your attention. First is a tantalizing description of this year's regional convention, [Make Tracks to Eugene](#), sponsored by the 1st Division. Check out the convention website for more details, such as the list of clinics. And, take special note of the calendar. The convention begins and ends a day earlier than usual so as to allow for the Willamette Cascade Model Railroad Club Swap Meet and Train Show on Saturday and Sunday, April 25–26.



The PNR 2021 convention is also being planned and Bob Parrish, MMR, has posted on p.4 a first call for clinicians. Then, Jeff Shultz discusses a potential PNR group tour to the [2022 NMRA Convention in Birmingham, UK](#).

Next, Russ Segner describes the recent and highly successful Pacific Science Center Show. Reading this is an inspiration to participate next year.

Listed on p.7 are PNR members who have passed away over the past year. Please remember them and their families in your thoughts and prayers. A sincere WELCOME goes out to all our new NMRA members!

VP Bob Parrish, MMR, continues with Part 2 of his series of articles about electricity.

Quarterly reports from the PNR officers, staff, and division superintendents begin on p.13. These include a Call for Nominations for the PNR President's Award and Nominations for PNR President and Vice President.

As usual, the PNR's Timetable (pp.19-20) offers a full slate of model railroad-related events for the remainder of winter and through spring. So take advantage of these opportunities to get inspired.

If you're risk-averse, try to identify an anchor point and get building!
Greg Kujawa, Editor

PNR News and Announcements

Make Tracks to Eugene, 2020R

Rich Pitter, Convention Chair, 1st Division

The 2020 PNR Convention, [Make Tracks to Eugene](#), will be held in Eugene at the Valley River Inn, a great venue with large, comfortable clinic rooms, a contest room, and a layout room. The convention will run Tuesday–Friday instead of the usual Wednesday–Saturday to avoid programming collision with the Willamette Cascade Model Railroad Club (WCMRRC) Swap Meet and Train Show, which will be held at the fairgrounds in Eugene Saturday–Sunday. Full fare and non-rail registrants at the convention will enjoy free entry to the swap meet.

The banquet will be held Friday, April 24, and feature Duncan Campbell as speaker. Duncan is the owner of Campbell Scale Models, which is located near Medford, Oregon.

The non-rail group will occupy a comfortable room during the convention. The program will feature make & takes, crafts, presentations, and refreshments. A tour of the historic [Shelton-McMurphey-Johnson House](#) in Eugene is also planned.

At the convention venue, you may enjoy the dining area adjacent to the river.

Registration

You may register either online or by mail. Online registration is at <http://pnr.nmra.org/1div/Eugene2020/register.htm>. Registration forms for mail-in submission are available by contacting Rich Pitter at 2430 Northampton, Eugene, OR 97404. Send mail-in Registration to: Make Tracks to Eugene, c/o Lori Sebelley, 44694 Ashbury Place, Chilliwack, BC Canada V2R 2Y6.

Venue

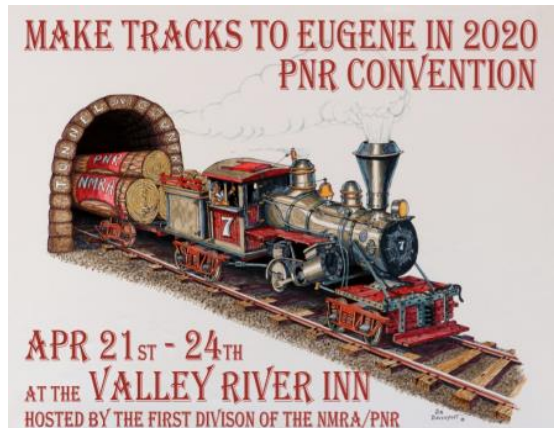
The PNR Convention will be held at the [Valley River Inn](#), 1000 Valley River Drive, Eugene, OR. For online reservations go to <http://www.MakeTracksToEugene.com>. Alternatively, call the hotel at (541) 743-1000 or toll free 1-800-543-8266 and use the convention group code: Make Tracks to Eugene. Rooms have two queen or one king bed at a rate of \$109/day, not including taxes and room fees.

Eugene Swap Meet and Train Show

The [Willamette Cascade Model Railroad Club](#) is 50 years old and has hosted annual swap meets and train shows in Eugene for 32 years. The show, held after the convention on Saturday and Sunday, April 25–26, 2020, presents vendors and model railroad clubs from the region. Admission to the swap meet and train show is included with full or non-rail registration to the PNR Convention.

About Eugene

Eugene, Oregon, is located at the southern end of the Willamette Valley, a long, broad valley between the Coast Range and the Cascades in northwestern Oregon. The valley produces diverse agricultural products including filberts (hazelnuts), lavender, berries, wine, and hops. Oregon forests produce wood and lumber products, and the Willamette Valley holds Interstate-5, a principal highway that extends from Vancouver, Canada, to San Diego, California, the Union Pacific mainline from Portland to California, and several local railroad companies.



Convention website: <http://pnr.nmra.org/1div/Eugene2020/home.htm>



Valley River Inn. Valley River Inn photo



The Shelton-McMurphey-Johnson House in Eugene. Kathleen Tyler Conklin photo

The University of Oregon was founded in Eugene in 1876 and provides a resource for educating students as well as opportunities for research and fine arts performances and exhibits. Eugene has an international airport and an Amtrak station, for which Valley River Inn provides shuttles. A Greyhound Bus Station is located nearby in Springfield, and local bus service provides convenient access to downtown Eugene and Springfield. Across the street from Valley River Inn, the Valley River Center offers shopping, movie-going, and dining opportunities.

About Oregon

Oregon has no sales tax!

PNR 2021 Convention, Boise, Idaho

First Call For Clinicians

Bob Parrish, MMR, Clinic Chair

Ladies and Gentlemen:

We are beginning our pursuit of clinicians for the 2021 gathering here in Boise. At this time, we are looking at 38 clinic time slots and are taking any and all applications for presentations. The convention is June 16–21 and we will offer clinics on Thursday, Friday, and Saturday. With that are two “Night Owl” clinics that will be conducted sometime after 10 p.m. when most are returning to the hotel; not everyone is out of gas at that time at these events.

Topics can be any of the usual fare of interest to modelers and one of the late night options will include an open conversation on electrical and DCC issues. With that goes the growing conversation on dead rail as the sizing down of controls and batteries has made this look more feasible for HO.

The plan is to have one-hour time options with a half hour between sessions. This allows presenters to get to a next clinic option that they may be interested in. Also, it allows more time for set-up between clinic times. Thus, there will be two time slots in the morning and three in the afternoon allowing an hour and a half for lunch. We will be conducting three clinics during each time slot.

As we did in 2013, we are asking presenters to consider presenting their topic twice on separate days so as to allow attendees multiple options given other concurrent activities. If you wish to present more than one clinic topic, again, consider presenting each twice.

There will be no early evening clinics so that all attendees may tour the selection of home and club railroads in the valley. Since Boise is on the western edge of the Mountain Time Zone, evening tours will, in the main, be in some daylight for those not familiar with the territory.

Contact me at my e-mail address for time options available. bobparrish770@gmail.com

PNR Group Tour to NMRA National Convention in the UK, 2022

Jeff Shultz, Superintendent, 2nd Division, PNR

A group tour is in the early stages of being arranged for the [2022 NMRA Convention in Birmingham, UK](#). Ideally this would depart from SeaTac or other regional airports, and include transfers between the airport in Birmingham (or wherever we land in the UK) and the Hotel in Birmingham. A related, probably optional, add-on bus tour for the week or so after the convention is also being considered. As I've been told that we will likely be burned out on trains by that point, the bus tour will not be rail oriented. Any interested individuals please contact jeff@2dpnr.org so we can start building a list of potential travelers.

Thanks!

Pacific Science Center Show A Great Success!

Thank You To All The Volunteers

Article and photos by Russ Segner, Superintendent, 4th Division

Editor's Note: This article first appeared in the [Grab Iron](#) on January 28, 2020. The Grab Iron is the 4th Division's online newsletter.

The Pacific Science Center Show last weekend was a great success. It was attended by 13,948 paid visitors and was our largest crowd in seven years. The credit for this belongs to the following groups and individuals.

Lisa Murray handled much of the organizing of volunteers and paperwork needed to keep things running. This was in addition to her being an active participant with the HO modular group. Her son, Aidan, was also there as an operator. Lisa also chairs the Seattle North [Clinic](#).

The staff at [Pacific Science Center](#) was excellent and able to respond quickly to some of the last minute adjustments that always occur with such a large show.

The **4D Hi-Railers**, led by **Ed Ives**, were set up right inside the Denny Way entrance with a 14' x 20' configuration. Club participants included:

Wayne Grinnell
Ed Ives
Jack Klapwyk
Woody Mathews
Ed Pennington
Dan Peters
Gordon Sandell



4D Hi-Railers



The **4D NTRAK** layout, led by **Al Lowe**, was set up in the Ackerley building. Per Al: "We staged an 1,800 square foot layout, which was set up in the allotted four hours and removed from the building in 61 minutes. Between which, we ran dozens of trains, did a lot of switching, and discussed model railroading with hundreds of guests. All in all, yet another good showing for our club, the Division, and the NMRA." Participants included:

Neill Clift
Stephen Clift
Dave Cook
Mike Donnelly
Thomas Dye
Edwin Hill
Kyle Ilk
Kurt Laidlaw
Al Lowe
Dennis Terpstra
Bud Thompson
Cole van Gerpen



4D NTRAK Group



The **4D HO Modular** group, led by **Mike Slease**, was also set up in the Ackerly building with a 24' x 28' layout. The layout featured its well-known video camera car, which drew a large crowd around the TV monitor. Members participating included:

Gordon Crawford
Norm Curtis
Bruce Davis
Lou Davis
Paul Fischler

Brian Pickering
James Monroe
Aidan Murray
Ian Murray
Lisa Murray

Joel Scott
Mike Slease
Larry Sloan
Rob Staples

Thirteen other individual displays were involved in the show:

- A [Northwest Railway Museum](#) booth was set up by Emily Boersma. She was assisted by several volunteers: Peggy Barchi, Jim Hale, Pete Kirchgessner, Michael Ledingham, Dennis Snook, and Harry T.
- **Bill Harper** brought his interactive HO switching puzzle which challenged visitors (and volunteers) both young and old.
- **Mike Petruzzelli** had two operating N scale layouts on display. He was assisted by Jeff Weinstock and Caleb Wright.
- **Al Turnbull** had two displays—one the kids could operate and one that clearly demonstrated the construction involved in building a module.
- [Operation Lifesaver](#) had an info booth staffed by volunteers Weylin Doyle, Carol Kachadoorian, Alan Nelson, Brian Sims, Mike Turcott, and Martin Young throughout the weekend.
- **Bob Stafford** brought his N scale industrial layout depicting some of the switching involved at Boeing in Everett. His interactive display drew quite a crowd.
- **Russ Segner's** On30 display was also popular with little operators and had visitors queued up waiting their turns all day.
- The **4D/PNR/NMRA Booth** was staffed by John Owens. He *almost* ran out of magazines and literature.
- **Baby Gramps** was there along with Doreen to display his intricate and fanciful dioramas. They were assisted by Kevin Buster and Frances Wolfe.
- **Dan Kellogg** had an excellent display and demonstration of techniques in modeling water features.
- **Kurt Laidlaw** demonstrated the construction of an N scale module complete with track work and wiring.
- **Larry Sloan** built and demonstrated a very effective display demonstrating the application of DCC systems.
- The vendor, **Ravensburger**, brought loads of Brio and wooden trains for the little ones to explore throughout the busy weekend.



Al Turnbull had two displays—one the kids could operate and one that clearly demonstrated the construction in building a module



Dan Kellogg demonstrated water modelling techniques throughout the weekend. The example on the right was made with glue, water, toilet paper, paints, and clear gloss.

Several volunteers helped in the loading in Friday night and loading out Monday evening. They also assisted the many exhibitors with rest and lunch breaks. Volunteers included:

- Dave Enger
- Anton Faulk
- Fred Hamilton
- Eldon Jacobson
- Aidan Murray
- Ian Murray
- Paul OldenKamp
- Burr Stewart
- John Thompson
- Dave Woodrell
- David Yadock



Larry Sloan brought an interactive DCC display

All in all, it was an extremely successful event.

Russ



Kurt Laidlaw demonstrated the construction of an N scale module, complete with track work and wiring.

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 2019 through January 2020

January 2019	Div 1	Coble, Donald R.	Oakland, OR	Life Member
	Div 4	Miener, Roger J.	Tacoma, WA	Life Member
	Div 4	Sterling, Stewart	Anchorage, AK	
February 2019	None			
March 2019	Div 4	Baker, William A.	Gig Harbor, WA	
		Miller, Lynn G.	Renton, WA	
	Div 5	Holmes, Roy	Kennewick, WA	
		Mutschler, Charles	Cheney, WA	Life Member
April 2019	Div 4	Cleaveland, Lee G.	Federal Way, WA	Life Member
		Durfee, David L.	Bremerton, WA	Life Member
May 2019	Div 4	Jensen, Myron A.	Anchorage, AK	Life Member
		Judge, Robert	Puyallup, WA	
	Div 6	Majkot, John D.	Airdrie, AB	Life Member
June 2019	Div 4	Bartels, Ronald E.	Lacey, WA	
July 2019	Div 4	Gage, Ronald H.	Bellevue, WA	
		Hayden, Sam	Tacoma, WA	
August 2019	Div 4	Morris, Norman M.	Anchorage, AK	Life Member
	Div 7	Simmons, David	Gibson, BC	
September 2019	Div 4	Bacon, Richard N.	Tacoma, WA	Life Member
October 2019	Div 2	Auburg, Tammy	Battle Ground, WA	
	Div 4	Swanson, W. Gene	Tacoma, WA	MMR
November 2019	Div 2	Gemeinhardt, Richard W.	Kalama, WA	Life Member
	Div 4	Aardappel, Gary	Graham, WA	
	Div 7	Epps, James O.	West Kelowna, BC	
		Kelleway, Doug S.	Chilliwack, BC	Life Member
December 2019	Div 5	Stirling, William	Missoula, MT	
January 2020	None			

Have you changed your address or other membership information?

Notify NMRA Headquarters

email: nmrahq@aol.com

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

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

New PNR Members

November 2019–January 2020

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

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

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

Div	Last Name	First Name	City/Town	State/Province	Div	Last Name	First Name	City/Town	State/Province
01	Fitzhugh	Del	Coos Bay	OR	04	Zimmerman	Garrett	Poulsbo	WA
01	Mueller Iii	Bernard A	Coos Bay	OR	05	Ehlert	Hilarie	Bozeman	MT
01	Wenbourne	Talon	North Bend	OR	05	Gessner	Mark	Post Falls	ID
02	Goehry	Peter	Washington	WA	05	Horn	Kenneth	Spokane Valley	WA
02	Norwood	Timothy R	Portland	OR	05	Keynon	Casey	Pasco	WA
02	Smith	George	Portland	OR	05	Little	David	Spokane	WA
03	Dando	Ross	Meridian	ID	05	Noyce	Greg	Richland	WA
03	Sorensen	Carl G	Payette	ID	05	Stevens	Carl	Republic	WA
04	Andrew	Terry	Custer	WA	05	Stutler	Debbie	Sagle	ID
04	Becker	Richard	Lakewood	WA	05	Van Gerpen	Cole	Ellensburg	WA
04	Bevens	Mickey	Bellingham	WA	06	Ash	William E	Moose Jaw	SK
04	Finke	Gregory	Bremerton	WA	06	Hall	Elijah W	Saskaton	SK
04	Ford	Kimberly	Redmond	WA	06	Harris	Janice	Pilot Butte	SK
04	Grady	William	Seattle	WA	06	Jago	Keenan	Saskatoon	SK
04	Harwood	Steve	Kent	WA	06	Liggins	Paul L	Regina	SK
04	Howerter	Chris	Seattle	WA	06	Lillbeck	Douglas	Martensville	SK
04	Marsh	Lee	Issaquah	WA	06	Peters	Kevin R	Martensville	SK
04	Mays	Jim	Burlington	WA	06	Schiman	David A	Martensville	SK
04	Mitchell	Ray	Mount Vernon	WA	06	Vickery	Colin	Martensville	SK
04	Petersen	Mike	Puyallup	WA	07	Davies	Mark	Coutenay	BC
04	Rowe	Robert	Auburn	WA	07	Graham	Art	Castlegar	BC
04	Thorsen	Erik	Poulsbo	WA	07	Martin	Tyler	Vancouver	BC
04	White	David E	Deming	WA	07	Melville	William	Chilliwack	BC
04	Williams	Mark	Seattle	WA	07	Pidduck	Gary	Surrey	BC
04	Wimmer	Christoph	Seattle	WA					



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!

Features

Basic Electricity ... no math. I promise (Part 2 of 10)

Article and photos by Bob Parrish, MMR

Editor's Note: This is the second installment of a series of 10 articles, with subsequent parts running sequentially in future issues of The Switchlist. The articles are grouped into two major sections. The first section (parts 1-5) is focused on basic electricity; the second section (parts 5-10) delves into electronics, DCC, and relevant "how to" explanations to make stuff run better. We hope you enjoy it and learn something new or refresh your memory about electricity and electronics.

Part 2

Bus Wires

This next conversation might be fraught with debate, so I will use my railroad ONLY as an example and use the above listed terms to define why I did things as I did. I'll try to explain why they are important. There is no requirement that you do any of this but, for good operation, especially with DCC, I would encourage you to consider not straying too far.

I talked earlier about setting out two wires for the bus to run your rails. You will need a second and possibly a third pair of bus wires depending on how you envision your railroad.

You will need a second bus line for powering turnouts (if they will be powered) and a third for lighting structures. Right now is a good time to purchase direct current (DC) power packs as many are being abandoned or traded in for DCC systems. Find an old Model Rectifier Corp. (MRC) Tech II or the like just for the accessories circuits. Put a bunch of them on a power strip, one switch, and your railroad is turned on.

The rationale for a turnout bus is that, if you are using twin-coil machines to throw the points, there is a huge voltage drop when actuating a turnout that will either slow a locomotive or dim a lighting circuit, hence separate power supplies. If you are using Tortoise machines, they are drawing current all the time and really add up in consumption and should not be co mingled with other systems.

Structure lighting can also add up after a while, so it should also have a dedicated bus.

Why copper????

As conductors go, copper is the best we have that would remain in a category of affordable. We use nickel silver rail that is not the best conductor, so we will pull wires around under the railroad and put up smaller riser wires (feeder wires or feeders) to distribute power more uniformly to all rail locations on the pike. Some people argue for a pair of feeders every three running feet and others every rail segment (any rail between two joiners). I perceive both to be a bit of overkill as we are no longer drawing the amounts of current that we once did.

Long ago we used brass for rail but the oxidation was insulative and, therefore, a constant problem for good electrical pickup by locomotives. Nickel silver rail is a better choice as the oxide is conductive (sorta). It can still give problems for DCC people but, if kept clean, it is far better than brass.

As noted earlier, direct current does not like going great distances because it easily falls prey to resistance in the wires that are carrying the current. Thus, we use relatively large gauge wire for the track bus and then smaller gauge wire for the short distance feeder wires that go up through the roadbed to the rails.

I chose 10 gauge solid house wire for my bus circuits. This includes two bus pairs, one to power the rails and another for the turnouts. For lighting, I used Monster brand audio speaker cord only because I had it lying around, and it is easily identifiable from the other bus pairs. Choose different colors for the various bus pairs to clearly identify the power to which types of circuits. For example, that means that black can only be used as the ground side of one bus pair. Make a wiring map of your bus circuits when you start out and pin it to the wall for reference. This diagram will also be your source diagram when applying for the Electrical certificate in the Achievement Program.

Wire gauge stuff.

In the US, we use a wire sizing system called American Wire Gauge (AWG), for defining our wires and that does NOT include the insulation. The system is rather primitive. Consider a 10 gauge wire. Simply stated, remove the insulation and lay ten of them side to side and it will take that many to make an inch. It takes 22 to make an inch wide with 22 ga. wire. The rest of the world uses a metric system that makes WAY more sense. That is a system that is defined by the diameter of the wire, stranded or solid, in millimeters or decimals thereof.

If your railroad is a giant loop around the room with a duckunder, consider tying the bus ends together to make a full circle of your bus wires. This will bring voltage drop due to resistance in the wire to nearly zero. The national power grid companies understand this and most of our power grids are in giant loops.

Now for the big debate ... appropriate size of the feeder wires. In another era of modeling when we had open frame motors in everything and hauled huge amounts of current, we needed fairly large feeder wires, 16 or 18 ga. We had power packs that you could arc weld with! Given the frequency of feeder wires around the railroad, I'm going to advocate for feeders 20 or 22 ga. as acceptable because most are only 6 to 10 inches in length from the bus to the rail. Today with can motors and much lower current demands, these smaller wire sizes are acceptable and save quite a bit of money.

Another debate ... I solder EVERYTHING. I use no clips, twist-on wire connectors (wire nuts, "beans"), or joiners on any turnout or rail circuits. I do use old phone company beans on lighting circuits as they are good connectors and lighting circuits are much more forgiving.

If you have ever been operating a railroad (yours or someone else's), and noticed that in a certain area a locomotive seemed to slow a bit and then recover some distance away, you were seeing the results of a series resistance. Series resistances can come from a number of things, such as not enough feeder wires, unsoldered rail joiners, dirty rail, or too small gauge of bus or feeder wires. Any are easily rectified but should be considered during construction so as to cut down time spent under the bench work later.

Some modelers argue for a feeder wire every three running feet of rail and others claim a feeder wire for every rail between two joiners. I'm prepared to give nickel silver rail a little more credit as an electrical conductor and chose to put a feeder every six running feet of mainline type of rail configuration; but every rail in a yard or ladder situation. To give an example of how my railroad works with these practices, trying not to brag, I use a DCC system and have NO runaway locomotives, flickering headlights (always due to dirt on the rails), no failed commands from a hand-held controller, no intermittent slowing of locomotives, and I have not done a serious cleaning of rails in nearly four years.

So I can say that this works for me. You must make your own choices on some of this but my objective here is for you to understand why we do some of the stuff we do. A new modeler sure can hear a lot of conflicting and daunting stuff.

Power districts, with zone circuit breaker boards, are best for club layouts or home layouts where there are multiple operators. This allows for one operator to back through a turnout, dump his district to a short and not affect any of the other operators. Establishing multiple power districts on a layout can also be helpful for diagnostic purposes when you power up your DCC system and it dumps to a short at the booster. Hmmm. Where do you start looking for the problem? I have my own procedures for that and shorts are usually easily remedied.

CVP Products (makers of Easy DCC™) makes a four-circuit thing called a ZoneShare™ that has one circuit with a polarity reverser that is very reasonably priced. It runs off of the output to the rails and needs no outside current source (such as a wall wart power supply). These work on ANY DCC system and are very cool as the drop to short cutout times are adjustable and the current flow of the short sensitivity is also adjustable. [Other companies manufacture products with similar DCC circuit protection purposes.—*Ed*]

Quick treatise on soldering

Get it hot..... Then get it hot and right after that, get it hot.

For wiring applications in model railroading, use ONLY rosin core solder. There are only a very few applications in the world where you would need an acid core solder but not here. Try to find the thinnest solder wire you can, 1/16 inch or less. As for lead compounding, a 60/40 tin/lead alloy mix is most common and works well for our purposes. If you are nervous about the lead part, try not to eat too much of it. [Be sure to follow good safety precautions. Here are a few: Avoid inhalation of lead soldering fumes. Work in a well ventilated area or use local exhaust ventilation. Wash your hands with soap and water when finished. Also, if you are still concerned about lead hazards, lead-free solder is available on the market.—*Ed*]

Use only enough solder to get a flow out. When it finally gets hot enough and you see the solder run, you will know what a flow means. You just have to try it. Big goobers are not necessary and are wasteful of solder.

When soldering 10 or 12 ga. bus wires and the smaller feeder wires that will attach to the bus, don't try to do it with a 60-watt pencil-type soldering iron. You need a bazooka!!! Find something like a 250- to 500-watt Weller® soldering gun or some other similar flame thrower that will really get things hot. Two of my favorite maxims come to mind here: There is no substitute for brute force, and, if you have to hit it more than twice, get a bigger hammer.

Soldering the feeder wires to the rails is best done with a pencil iron but for the bus wires, get a big one.

Twist equal size wires together equally. Twist a small wire around a larger wire as equally as possible. For example, twist a small wire around a solid, 10 ga. wire. Don't bother trying to twist a really heavy wire with a small one; it will only make you crazy. Get the whole business hot, then add solder and watch for flow out. Remove heat and hold still until it flashes cool. You will see a color or shine change. The joint should be smooth and shiny, not dull. Wiggling during cool-down fractures the solder and creates a cold solder connection, which creates resistance. Oh!!! There is one of those terms again. But you

understand now why it is important. [There are many online DIY-type videos and other tutorials providing guidance for learning good soldering techniques.—Ed.]

When building your bus, don't terminate then restart the bus. The object of the bus is to have the least resistance possible through your entire railroad. Purchase lengths of bus wire long enough to get around the railroad in one continuous piece if possible. To bare out a spot to connect a feeder wire, take an X-acto knife and score a line all the way around the bus separating the insulation down to the copper. About a quarter inch away, make a similar score and then make a diagonal whittle mark with the knife between the two scores and remove the section of insulation. Multiple feeders may be soldered at one bus location but be sure to get the bus wire hot and get a good flow out of solder. Don't just solder all the small feeder wires together and leave the bus wire cold.

Practice for a time on your workbench because time under the benchwork is painful and you don't want to be learning while hunched up looking like a beached whale under there!

Next is a topic that makes me absolutely crazy.

Suitcase connectors (also known as IDCs—insulation displacement connectors). These are the quick-link connectors that are a blade of metal with two slots in them. They are encased in a plastic wraparound shield of various colors and have a snap over lid that closes it up. Hence the name suitcase. The idea is that you want to splice a wire into an existing circuit. So you cram a through wire that is coming from a source and going somewhere and then cram a second wire into the other slot and go off to a new location. Great in theory but it makes me crazy. Several model magazines routinely run “how to” stories which show these in use.

These things will make YOU crazy down the road; here's why.

When I was service manager for Mercedes Benz and Volvo in Boise, I once had to fire a mechanic for repeated use of suitcase connectors in repairs of wiring. We had been directed by both factories not to use them for the following reasons:

- They are not a positive connection based on current flow.
- They often (usually) cut some of the strands of the through wire and unpredictably lower the current carrying capacity of the through wire.
- They often (usually) cut some of the strands of wire on the added wire and unpredictably lower the current carrying capacity of that new wire.
- They cause series resistances when multiples are used on a bus wire. Series resistances turn into lowered voltages and, depending on the application, create heat. Both are enemies of good operation. Note: series resistances cannot be tested for without a load on the circuit.
- They frequently cut into a solid wire making it extremely brittle at that location.
- They are a gateway for oxidation.

That oughta be enough reasons.

One last personal thing, I don't think that adequate research has been done with them around DCC.

Shorts and opens

A simple definition of a *short* is an uncontrolled path to ground. These uncontrolled paths are usually accidental and are seldom dangerous to the long term life of your railroad or equipment. These uncontrolled paths can be a victim of a lot of heat so, just as in your house, we put fuses or circuit breakers into the path as a means to recognize high current flow and trip out before heat becomes disastrous and expensive. In modeling, we are dealing with small enough amounts of current that circuit breakers can be very compact and built onto a circuit board in a power pack. In your house, they can protect a 15-amp circuit for lighting, a 30-amp double breaker for your clothes dryer, or as much as 100 amps for an electric furnace. In any case, they are looking for either the current flow or the heat associated with an uncontrolled path to ground.

To go back to our water analogies, a short would be like a waterfall which allows the water to free fall to sea level (ground). A free fall of electrons is considered an uncontrolled path.

The most common model railroad shorts are trucks derailing and the wheelsets getting tangled up around rails. Shorts can often create paths that allow large current flows and visible sparking is frequently seen. DC power packs have a circuit breaker but are relatively slow to trip out but most do have an indicator light on the pack. DCC systems are highly protected and trip out within ten to forty milliseconds. Some systems are adjustable for this timing. Along with a trip out, many have an LED and/or a really obnoxious beeper. Beepers can be turned off but that usually requires some manner of surgery, depending on the manufacturer. The solution to all of this is to find the object that is creating the short and remove it.

Good bulletproof track work is the best insurance for a minimum of trucks and equipment derailing. There have been many articles about ensuring good quality track installation in the modeling magazines.

I have heard people on various web forums speak of having a short and then this or that stopped working. I cannot think of how, understanding electric theory, this could happen. Recall my definition of a short: an uncontrolled path to ground. We all have heard the saying; electricity follows the path of least resistance. A short is basically a zero resistance path. So why then, if all of the electrons are funneling their way through this short, would some errant electron be out there wandering around looking for something to hurt? It seems highly implausible to me, but everyone has their horror story.

A frequent short occurs when placing rolling stock on your pike for an operating session and you have chosen turnouts that require a gap in the frog area of the turnout. Rolling stock can easily be placed on or over these gaps and go unseen until you power up your pike for operation.

First diagnostic for any electric problem, did this thing ever work before? If yes, good. So what did you most recently do, change or wiggle something? Go there first and check things out.

A simple definition of an *open* is an intentional or unintentional break in the path of a circuit. A switch in a circuit is a device that creates an open and thus intentionally turns thing off. Air is a really good insulator at the voltages we work at so it only takes the smallest air gap to open a circuit. Opens can be our friend.

A break in a wire is an unintentional open that can be hard to find. Again, however, what did you do most recently? Oh, I was under the railroad going through some boxes looking for a widget. Good. Go there first and see if you snagged a feeder wire or damaged a bus wire with the flap of a box.

Too often I hear people say, “Nothing is working; I must have a short.” Do you have a beeper going or a short indicator on your power pack lit? “No.” Then you probably have an open and not a short. It can take some experience to get good at these sorts of diagnostics but you’ll get on to it.

Watch for Part 3 in the May Switchlist.

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

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Officers' Reports

From the Engineer's Side of the Cab

Kurt Laidlaw, President

I hope you all are having a great New Year that includes trains. It's February 2020 and that means we have a Nominations Committee looking for members to step forward and agree to run for President and Vice President. Too often we end up having elections with a single name for each position. I find that sad and a bit disconcerting. The Pacific Northwest Region has over 1500 active members spread over seven divisions. There is no reason we cannot have a name from each division to run for the two positions on the ballot.

The reasons people don't want to step up are varied, but in most cases they seem to originate in a fear that the job is too difficult and time consuming or it takes a special skill set. I'm here to tell you that is not true. The real work is done by the Division Superintendents. The main responsibility of the Regional President is to preside over the annual membership meeting and the Board of Directors meeting that takes place at the regional convention. The rest of the work takes perhaps 3 or 4 hours a month. It includes writing a welcome letter to new members, sending a report to National twice a year on what is going on in the region, presenting awards at the regional convention, and generally being an advocate for the hobby. Everybody I have met in the NMRA has the skill set necessary to do the job.

There are great benefits from being President or Vice President as well. For me, the most important is that, during my term, I have met some fantastic model railroaders that I might not have met if I wasn't PNR President. I've learned a lot about the region and the national organization, and I will be able to earn an Achievement Program certificate for Association Official at the end of my term.

We tend to ask the same people time and again to do leadership jobs. We need new people in leadership positions, not just at the regional level, but at every level. Younger members need to be groomed at the local level so they are ready and willing to step into divisional, regional, and national leadership positions. The future of the NMRA depends on new ideas and new faces to drive us into the 21st century. I challenge every one of you to look at yourself and realize you have what it takes to run for PNR President or Vice President. Don't leave it to others to run things. Accept a challenge and give some time to the hobby. I'm a firm believer in term limits. That is why I am not running for re-election. I want more people to have the opportunity to participate in leadership. I also hope that more younger members will volunteer. OK, off the soap box. Here is what else I'm thinking about.

I have finally gotten my train room finished, with electricity, lights, finished walls, and a complete plan for my layout. The wall brackets have arrived, and I am ready to start the benchwork. Because I am doing an around-the-walls shelf layout, I decided to use 1/2" gatorboard covered with 1" pink foam. It's light and easy to handle by myself. It is also thick enough to provide some terrain variations. I started off with a plan for a one-level layout, went to a three-level layout, and returned to a one-level layout with the ability to expand over time. I found myself over-extending my abilities and bank account with the large layout. If you are in the Tacoma area, feel free to drop by and pick up a soldering iron or give me moral support.

I'm also building a 6-ft. module for the 4DNTRAK group. Because I'm crazy, I decided to do a Japanese module complete with a Buddhist temple, a Shinto shrine, a bamboo forest, rice paddies, and Japanese town with a hot spring. I have ended up buying enough Japanese building models to do two modules. I spent three days last weekend at a train show at the Pacific Science Center in Seattle working on my module as a demonstration. It was one of the best experiences I've had in the hobby. I got to talk to lots of people of all ages and show them how to go from a piece of plywood to a completed scene with mountain, waterfall, river, bridges, trestles, roads, etc.

Speaking of train shows, our regional convention is fast approaching. If you haven't visited the convention website lately, I recommend you take a look now to see what the members of the 1st Division have in store: <http://pnr.nmra.org/1div/Eugene2020/home.htm>. I look forward to seeing as many of you as possible at the event.

From the Fireman's Side of the Cab

Report and photos by Bob Parrish, MMR, Vice President

I have long lived with the maxim that says, "What are friends for if you can't use them up?" This thinking is especially suited to our hobby. You cannot be good at everything, so fellow modelers are necessary and occasionally fun to be with. We all started out somewhere in the hobby and none of us knew much of anything of this when we began. We learned along the way, asked questions occasionally, and most commonly, stole ideas and took them home to solve our current dilemmas.

It is easy to be overwhelmed when you are new to all of this and you visit a “done” railroad and go away thinking, “I’ll never get there...” Everyone is in a different place in our model railroading addiction. We all got on the bus at different times and different places. Don’t let any of this hold you back.

Most of all, build a railroad that suits you and don’t let anyone tell you what yours ought to look like. Many years ago, we had a modeler in the 3rd Division who had no interest in scenery. He modeled the Colorado Midland and it meandered all over his railroad room and had some pretty significant elevation changes. He had some unbelievably simple wiring ideas for solving reversing loops (of which I have long ago forgotten) and it ran flawlessly. But the wood substructure did not even have paint, and he was just fine with that.

Some modelers never get past the “Plywood Central” railroad and others can’t wait to get it “greened” up and looking something close to real and sorta done. Again however, go at your own pace and make it look like what you want and how you might see the world.

Don’t let yourself get bogged down if you get stuck not being able to do one or another piece of your railroad. Ask for help.

Here is a story which happened to me and turned out to be the backfire heard around the world. I had a good friend who had waited a very long time to begin a home layout. He had been part of several clubs, none of which still exist. Just short of fifteen years ago, he and I started the benchwork in his basement for an around-the-room pike that modeled the Milwaukee Railroad from Harlowton, Montana, to Othello, Washington. Within a year, we had it running with two-level operations and a seven-lap helix that had entrances and exits at various levels. It was very cool. It was running very well and we sat late one night just watching things go by.

I made the mistake of asking what he had in mind for scenery. “How close do you want this to look like central Idaho?”

The response was quickly forthcoming. “I don’t have anything in mind; you’re in charge.” Boom! Backfire! I wanted to know what he was going to do with what I saw as an unfinished, but very cool, railroad.

The fact that he said it with a straight face made it all the more alarming. Then came the laughter! He was interested in upholstering his pike but claimed he had no eye for it, so he was perfectly happy to sub-let it out to me. He was an electrical and mechanical wizard and scenery was not on his radar. He made very few demands on how it looked and was pleased with whatever I did. But all along the way there were a lot of thanks.

That late night visit became the transformation of a good friendship to a great one. I went to that railroad every Wednesday night for over a year and was seldom home before midnight. Nearing completion, we began switch list operations and developed a cadre of modelers who were there every week to operate. Most modelers anywhere near Boise who have the AP Dispatcher certificate did it on his railroad.

Our friendship made regular use of my maxim, “What are friends for if you can’t use them up?”

So if you are new to model railroading, welcome aboard and jump in with both feet. You are not out there by yourself.

Division Gatherings

What events and activities does your division offer at a local gathering? Are you taking in a range of topics that hold the interest of modelers of all skill levels?

I will hold up the 3rd Division as it is what I am most closely connected to. We gather twice a year for a day-long event.

First things first, there must be coffee; and in copious quantities. We have our regulars who bring in the donuts and soft drinks. We retain a space in a local church that is relatively easy to reach for anyone in the Boise/Nampa area.

Regular items on the agenda include a silent auction, display models, and whatever might turn up for evaluation in the Achievement Program. Occasionally, a display model gets “graduated” for evaluation on the spot as it is so cool.

There is a railroad video running with the sound turned way down. Although we miss occasionally, there is at least one clinic. Clinics cover a wide range of topics, from what one or another modeler has built recently as a “how to” to demonstrations of possible computer driven operation systems. There are no limits; anyone who volunteers delivers their own self-inflicted wound.

We began this last fall in an open conversation about electricity and Digital Command Control (DCC). Electricity seems to be the area of greatest unknowns and misunderstanding. It can easily become the issue that bogs down progress on a railroad.

Where I am going is this ... Because we use name tags at national and regional gatherings, I would encourage all divisions to provide some simple handwritten, stick-on name tags each time you come together. The new people attending cannot memorize in one morning or afternoon all of the names we have come to know. You may get some old hats that are resistant to this but, in the main, most will come along. Give it a try and let me know how it goes.

Treasurer's Report

Aaron Gibbens

No report this quarter.

Office Manager's Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of January 2019 through January 2020. We also provide a snapshot of the overall membership trend since 2011. More on that later.

You can see by looking at the figures below what's happening with the membership of the Region. Our membership was more of a roller coaster during this last year with a net loss of 3 members. We did, however, bring in 159 new members during this period, of which 57 were Rail Passes and several were Family members and Student members. Unfortunately, we did lose 25 active members to death during this period. Please refer to the list of deceased members on p.7.

We also have a large number of Inactive members within the Region. We need to look through these lists of Inactive members and see what we can do to re-energize them to return to the hobby and re-activate their membership. Admittedly, there might be a number of these members who have passed away and we never received notification of their death. However, there are many who could be potential "Re-rails" if we would take the time to contact them and maybe find out why they didn't renew their membership. We might learn some new things we could be doing that would help in retaining new (and old) 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. As mentioned earlier, this quarterly report also includes a look at the broader trend in membership.

Figure 1 shows the trend in total PNR membership from 2011 through 2019. As you can see, membership was slowly declining during the first half of the period, but then jumped in 2015. This is likely a result of the national convention being held in Portland that year.

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

Div	Jan-19		Feb-19		Mar-19		Apr-19		May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		Nov-19		Dec-19		Jan-20		Net +/- over year Sep-Oct
	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	106	6	106	5	104	5	102	5	101	5	103	6	105	4	105	4	101	4	106	4	106	4	105	3	107	3	1
2	151	5	150	4	144	2	143	2	144	2	146	2	147	2	145	1	145	1	142	0	141	0	144	0	147	0	-4
3	76	0	77	0	76	0	80	1	83	1	80	1	83	5	83	5	85	6	83	6	82	5	82	5	86	6	10
4	490	9	493	11	490	11	483	9	476	8	473	9	473	9	471	9	473	9	476	10	479	10	477	9	486	10	-4
5	190	3	192	3	193	4	193	4	194	4	195	6	199	8	199	8	199	8	193	8	198	8	196	6	198	5	8
6	254	0	354	1	256	1	253	2	253	4	249	4	246	8	247	5	251	4	239	4	236	3	231	2	256	2	2
7	327	0	333	11	333	12	339	13	347	23	342	20	335	18	333	16	333	16	335	14	334	14	309	4	311	3	-16
Tot	1594	23	1605	35	1596	35	1593	36	1598	47	1588	48	1588	52	1583	48	1587	48	1574	46	1576	44	1544	29	1591	29	-3

Table 2. New members showing Rail Pass portion by Division

Div	Jan-19		Feb-19		Mar-19		Apr-19		May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		Nov-19		Dec-19		Jan-20		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	2	2	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	1	8	5
2	4	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	9	1
3	0	0	1	0	1	0	0	0	3	0	0	0	3	3	0	0	2	1	0	0	0	0	0	0	2	1	12	5
4	4	1	3	2	1	1	0	0	1	0	3	2	2	0	2	0	4	1	7	1	6	2	1	0	11	3	45	13
5	3	2	2	0	4	1	1	1	3	0	2	2	3	2	0	0	0	0	1	0	3	0	1	0	5	1	28	9
6	0	0	3	1	1	0	1	1	5	2	0	0	4	2	0	0	2	0	1	0	0	0	0	0	9	0	26	6
7	0	0	1	1	6	1	3	1	13	12	0	0	0	0	0	0	2	0	1	1	3	2	3	0	2	0	34	18
Tot	13	6	10	4	13	3	6	3	27	15	6	4	13	7	2	0	10	2	10	2	14	5	3	0	32	6	159	57

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

Div	Jan-19		Feb-19		Mar-19		Apr-19		May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		Nov-19		Dec-19		Jan-20		
	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	2	0	2	1	1	0	2	0	4	1	0	0	0	0	0	1	0	3	0	0	0	1	0	2	1	1	1
2	3	1	3	1	8	2	3	0	2	0	4	0	0	0	3	1	1	0	2	0	1	0	1	0	2	0	
3	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	1	0	2	0	0	0	1	0	1	0	
4	10	0	6	0	14	0	10	1	10	1	5	0	4	0	6	0	5	0	7	0	5	0	5	0	7	2	
5	0	0	2	0	2	0	2	1	3	0	1	0	1	0	1	0	1	0	7	0	0	0	2	1	2	1	
6	3	0	6	0	0	0	4	0	10	0	4	0	9	0	1	0	2	0	0	0	6	0	6	1	0	0	
7	6	0	6	0	6	0	4	0	9	1	7	2	7	2	5	2	2	0	15	0	5	0	28	10	5	1	
Tot	24	1	25	2	33	2	25	2	38	3	24	2	21	2	17	3	15	0	33	0	18	0	45	13	18	5	

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

Div	Jan-19		Feb-19		Mar-19		Apr-19		May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		Nov-19		Dec-19		Jan-20	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	1	0	1	0	2	1	1	0	1	0	4	1	0	0	0	0	1	0	2	0	0	0	1	0	1	1
2	1	0	3	1	3	1	8	2	3	0	2	0	4	0	0	0	3	1	1	0	2	0	1	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	2	0	0	0	1	0
4	10	1	6	0	4	0	11	0	8	1	10	1	5	0	2	0	6	0	3	0	5	0	5	0	4	0
5	1	0	0	0	1	0	2	0	2	1	3	0	1	0	1	0	1	0	1	0	5	0	0	0	2	1
6	2	1	3	0	4	0	0	0	4	0	10	0	4	0	7	0	0	0	2	0	14	0	6	0	4	1
7	13	3	3	0	6	0	4	0	1	0	7	1	7	2	5	2	5	2	2	0	0	0	3	0	23	9
Tot	28	5	16	1	20	2	26	2	19	2	36	3	24	2	15	2	16	3	12	0	28	0	16	0	35	12

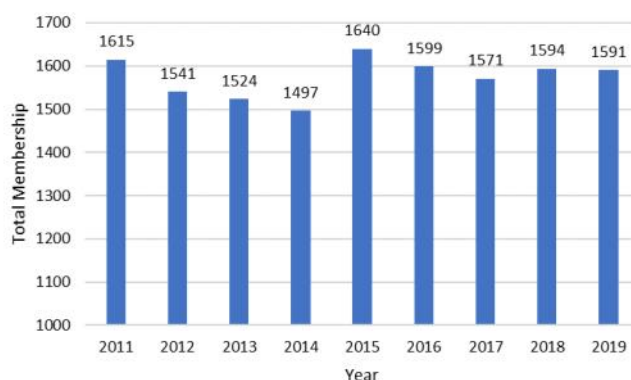


Fig. 1. Total PNR Membership (all categories) for the period 2011-2019.

Achievement Program Report

Jack Hamilton, MMR, AP Chair

THREE GREAT QUESTIONS

1. When you visit with a friend that has a layout (open house, operating session, work session or just to stop by), do you look for potential Merit Award work? If not, why not? Don't you think enough of the modeler's work to suggest it be evaluated?

2. When you are talking with a new (or prospective) member, do you mention the AP as a way to learn and a way to increase skill in the hobby? Do you find out if the new guy has already completed work that could be looked at by the AP folks? Did you know that a Rail Pass member can earn every AP certificate except for MMR?

3. Did you know, in the world of membership organizations similar to NMRA, programs like AP are heavily encouraged because of the bonding and feeling of worth they create in participating members? Apparently, no matter what people say in public, they really do like having their efforts recognized and appreciated and participate more actively in groups that offer that opportunity?

Please note that the number of awards earned over the past several months is significantly below our normal number. While I would like to think it was because we were all touring Europe or passing through the Panama Canal, I would guess there is another reason. Time to get back to the layout and workbench and return to modeling.

Awards Earned

Since the last report we have had a number of earned awards:

Michael Johnson earned a Golden Spike

Dennis Dreher earned a Golden Spike

Daniel Figy earned a Golden Spike

The following members have earned Merit Awards for their work:

Burr Stewart earned Merit Awards for Structures (4) and Civil (1)

The following members have earned Achievement Program Certificates:

Burr Stewart—Chief Dispatcher, Association Volunteer, Model Railroad Author

Max Magliaro—Master Builder – Cars

Congratulations to all. Well Done!

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

Nominations Committee Report—Call for Nominations

Shirley Sample, Chair

It's that time again! 2020 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. Neither job takes a lot of time and 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 15th.** 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.
-

President's Award Report—Call for Nominations

Dave Liesse, Chair

It's time to submit nominations for the PNR President's Award. This award is "presented annually to honor a member of the PNR who has, through signal service to the hobby of model railroading, made the most significant contribution to the benefit and betterment of the PNR for at least the 12 months prior to the close of nominations."

All PNR members except the program chair are allowed to submit nominations. We ask that division superintendents, in particular, encourage and submit nominations.

Criteria for the award, along with the information required to be submitted, can be found in the [PNR Policy and Procedures Manual](#) starting on page 24. The manual can be found on the PNR website (pnr.nmra.org) – click on the link to PNR Documents and then on PNR Policy and Procedures Manual.

Nominations are to be submitted to the program chair, Dave Liesse, no later than 22 March 2020. Email submissions can be sent to nmradave@liessefamily.net. Hard copies can be sent to:

Dave Liesse
Skingco Services, Inc
27215 Pacific Hwy S
Federal Way, WA 98003-2407

Dave will also be attending Winterail in Corvallis on 21 March, so anyone attending that event can hand-deliver a nomination (directly to him; don't give it to event staff since this is not a Winterail function and only two or three of the volunteers know him).

Contest Program Report

Christopher Jones, Contest Chair

I look forward to seeing many entries at the next PNR convention being held in Eugene Oregon this April. Find all the details on the website: Maketracksto Eugene.com

Also, there will be a make and take clinic covering the construction of the HO scale Motrak model, #83004, the MOW Shed. Cost will be \$30 per person, class size limit will be 25 people.

Hope to see you all there!

Division Reports

1st Division

Rich Pitter, Superintendent

Our Mini-Meet on October 19, 2019, held in Albany and hosted by Charlie Hutto, featured Charlie's demonstration of how he builds N-scale turnouts from FastTracks. Ed Schaezner, MMR (On30), and Rich Pitter (HO), added some tips and techniques they used in fabricating turnouts on the assembly fixtures.

First Division is hosting the PNR's 2020 convention this April, then is planning mini-meets in fall 2020 in Klamath Falls (hosted by Paul West), and early summer 2021 in Myrtle Point (hosted by Mary and Andrew DeBaun). More details will be forthcoming.

The division's Board of Directors and Convention Committee have met jointly monthly from October onward, to “grade the roadbed and lay the track” towards a smooth and interesting [Make Tracks to Eugene 2020](#) PNR Convention April 21–24, 2020. See the article about the convention on pages 3–4 in this edition of *The Switchlist*.

www.maketrackstoeneugene.com

2nd Division

Jeff Shultz, Superintendent

2nd Division has switched to a quarterly meet schedule, and our first meet was at the Garden Home Rec Center in SW Portland on October 19th. With 23 people in attendance, we were treated to clinics by Bob Leatha on making cedar, hemlock, and western fir trees; Geoff Bunza on a powered caboos he has created; Max Magliaro on scratchbuilding N scale skeleton logging cars; and Jeff Shultz on a computerized car card system using NFC tags on the cars. Ross Ames also demonstrated a homebuilt wireless DCC throttle he built based on Geoff Bunza's presentation at a previous meet and blog posts on the MRH forums. The meet was also the debut of the new 2nd Division video camera, used for close up views of materials that the clinician was working on. \$150 in gift certificates to The Hobby Smith were awarded as door prizes, with eight lucky winners.

Our next meet will be at the same location on February 22nd with two presentations by Geoff Bunza on prototype and model cranes, and a demonstration by Charlie Comstock on backdrop painting. We will be starting a "boxcar contest" using the undecorated boxcar shells available from the NMRA (we have about 144 of them). It is an “anything goes” contest, with the person judged the winner at the May meet being awarded a \$50 gift certificate to the local train store or hobby shop of their choice. There will be \$150 in gift certificates to Tammie's Hobbies up for grabs as door prizes at this meet as well. Doors will open at Noon, with more information and a map link available at <http://2dpnr.org/html/events.html>.

2nd Division has three division officer positions up for election this year:—Superintendent, Director 2, and Director 4. Craig Larsen, the long-time holder of the Director 2 position and our Membership Chair, has announced that he will not be running for re-election. To submit nominations, or to present yourself for candidacy for any position, please contact Dave Holden (dholden@pobox.com) or Bob Leatha (rlleatha38@gmail.com). Elections will be held prior to the May meet. Nominees must be NMRA members.

3rd Division

Jerry R. Thomas, Superintendent

The division has been active with a variety of projects. The division had a wonderful holiday meeting at the home of Dirk and Cheryl Dunham. It was a delightful evening of fellowship for all the hobbyists.

Monthly business meetings resumed in January on the second Tuesday of each month. Meetings provide information on events and they also allow an opportunity to share a video and slides on railroad topics. In addition, we meet on the fourth Saturday of each month to share information and have layout visitations. The division will be holding our Spring Meet on March 21st starting at 8:30 a.m. We expect to have a clinic, silent auction, model contest, and multiple layouts to visit.

A lot of energy is now going into our convention planning for 2021. Idaho Rails 2021 will be held in Boise at the Doubletree Riverside Hotel. Our committee, led by Stephen Loop, has been working on many aspects of the plans and activity is picking up. We will be staffing a booth at the Eugene PNR convention to disseminate information. Our divas are also busy

4th Division

Russ Segner, Superintendent

Our modular groups participated in many area train shows, including Seattle Center, Tacoma History Museum, Puyallup, Monroe, Lynden, Maple Valley and the Museum of History and Industry (MOHAI).

The shows in Tacoma and at MOHAI were significant successes as funding sources. The Seattle Pacific Science Center Show was a tremendous event with attendance of almost 14,000, which is 3,000 more than last year. This included three of our modular groups and eight individual special displays including clinics on module building, water features, and DCC control systems. The Pacific Science Center Show is our major source of funds for 4D. Please see the related article beginning on p.5 under “PNR News and Announcements.”

Our Annual Meeting is being arranged on a Saturday this Spring, probably late April or early May in Mount Vernon. The next day will feature layout tours, mostly in Snohomish County.

Our 2020 Golden Grab Iron Award will be presented at the Annual Meeting.

Oly Ops and the Tacoma layout tours continue with extremely effective tours with many new layouts.

The Mt Vernon and Whidbey Island Clinics combined for a fourth year with an all-day clinic in Mt Vernon featuring presentations where participants could circulate amongst the topics presented. A swap meet also was held.

Our Modular groups and Clinics continue to grow with new participants and greater attendance.

5th Division

Bill Fassett, Superintendent

As the members of the 5th Division are still shoveling winter’s bounty of snow (came a bit late this year, but arrived nevertheless), we’re looking forward to the round of excellent spring train shows in Spokane (March 8), Lewiston (March 29), Livingston, MT (April 25), and Helena (April 26). We invite members from throughout the PNR to look at our website’s (www.pnr5d.org) “Upcoming Events” page for more information on these really excellent shows.

One of our 100% NMRA clubs, River City Modelers, has totally revamped its website at www.RiverCityModelers.org, and now has links to its You Tube channel that features cab-level tours of the layout. The first two videos feature “River City to Cedar Springs,” and “Keystone to Easton.”

We continue to work on our project of greatly expanding the number of Golden Spike Awards given to members in the Division and encourage members to contact the Superintendent to schedule a layout visit.

The 2020 5th Division Annual Meeting will be held on April 18 at the Inland Northwest Rail Museum in Reardan, Washington (25 miles west of Spokane on U.S. Hwy. 2), starting at 10:00 a.m. The museum has recently repainted and refurbished several exhibits, and is in the process of restoring the “Mt. St. Helens” parlor lounge car (the sister to the Mt. Hood which is housed in Portland). Members will be able to tour the entire museum and have access to its collections.

6th Division

Ed Molenkamp, Superintendent

Greetings to you all from the 6th Division.

There was a healthy profit from the Kootenay Express Convention in Cranbrook B.C. Some money went to the Sixth Division and the majority went to the layouts that were there. My last comment about the Kootenay Express is that the \$12.00 and the wooden nickel I received after whining about my speeding ticket will be used to buy coffee on my way to the Convention in Eugene, Oregon, this April. I hope to see you there and I promise not to drive the speed limit and not whine.

Membership in the Division remains steady with our next two Division Meets already in the planning stages. Watch out for one in Camrose in 2020 and one in Regina in 2021.

7th Division

John Martin, Superintendent

Our primary focus as we enter the new year is the 5th annual Railway Modellers Meet of BC, to be held May 22nd–24th at Simon Fraser University in Burnaby, BC.

Most of you have yet to make the trip North for RMMBC, but it will be especially worthwhile this year. The main draw is our guest speaker, Trevor Marshall, a well-known and respected personality in model railroading, and there is a lot more to attract you.

The event is the perfect length, it's inexpensive (especially if you're coming from the USA), the city is worth a visit, and you will enjoy it. I promise.

There's a full write-up in this issue of *The Switchlist* and more info at: railwaymodellermeeetofbc.ca.

We would love to have you as our guests.



An annual 7th Division PNR modeller's meet

May 22–24, 2020, at Simon Fraser University's Burnaby Campus.

Trevor Marshall Announced as Keynote Speaker for the 5th Annual Railway Modelers Meet of BC

The Railway Modellers Meet of British Columbia (RMMBC) committee is happy to announce that [Trevor Marshall](#) will be the keynote speaker at the [5th Annual Railway Modellers Meet](#). Trevor is a lifelong model railway enthusiast. He finds every scale, gauge, prototype, era and theme fascinating – and has built layouts to indulge many of these ideas. He has never finished a layout although his current project – a Canadian National branch line in southern Ontario in S Scale – is getting close. That said, he's already thinking about what will come next.

Beyond his own projects, Trevor has a keen interest in layout design and has helped several friends create layouts that combine prototype modelling and operating fun, while remaining achievable in terms of time, money and other resources. Trevor is a frequent contributor to [Railroad Model Craftsman](#) magazine, co-hosted a podcast called [The Model Railway Show](#), and was a host and writer for TrainMasters TV, a component of [Model Railroad Hobbyist Magazine](#)TM. He writes a number of websites about the hobby, too.

Trevor will be presenting the Keynote Address as well as an additional clinic.

New Hands-On Work Shops

This year's edition of the RMMBC will feature two hands on workshops for attendees, with take-home projects, including:

- Scenic ground covers: from plywood to pasture in 3 hours
- Build and take away a custom CP Tool House in N or HO scale



Keynote Speaker Trevor Marshall. Stephen J Gardiner photo

Bring a Friend

This year we are trying something new. If you have a friend who has been on the fence about attending, now's the time to get them signed up. Word-of-mouth is our best promotion and your personal recommendation carries much more weight for people considering participating.

We are offering a “bring a friend discount” of \$20. If your friend has never attended RMMBC, list him/her on the form. If they are an NMRA member, add their NMRA number for an additional \$15 discount. When their status is confirmed as a new attendee, the meet registrar will issue you a PayPal refund for the total applicable discount.

We want to engage as much of the model railway community locally, regionally, and further afield, so we are hoping that attendees will help bring new people to both the hobby and the meet.

Clinics

Trevor Marshall will also be presenting an additional clinic as part of our extensive clinic stream. Topics include building scenery, electronics, structures, rolling stock and more. We will also have returning favorites like hands-on clinics, a Skype clinic, and much more.

Visit railwaymodellersmeetofbc.ca for frequent updates about the exciting clinic lineup. There will be something for everyone.

Operating Sessions

The layout roster has expanded with several new additions. There will be sessions on both Friday afternoon and Saturday evening. Register today to avoid missing out. Sessions fill up very quickly. You can find the RMMBC registration page at railwaymodellersmeetofbc.ca/node/10

Layout Tours

Several of the 2020 offerings have not been on tour in quite a few years or ever, so there will be lots to see.

Display Room and Meet the Modeller

The heart of RMMBC is the display room. Bring your models, modules, electronics, plans, or anything related to your model railway hobby interests: locomotives, freight and passenger cars, work equipment, vehicles, electronics, buildings, and scenery. Have plans, cool tools, or a jig you use to make something? Bring them to the display room. We will also have a return of “Meet the Modeler,” as this was very well received in previous years. We have listened to attendee feedback and have made improvements for an even better experience.

Venue and Accommodations

Simon Fraser University (SFU) offers clean, comfortable, inexpensive accommodations for our guests as well as superb classroom facilities. Book your room and register for the meet soon because rooms are limited!

Much More to Come

Check our website, Facebook page, Instagram, and Twitter accounts for regular updates on the meet. We'll see you at the [5th Annual Railway Modellers Meet of BC](#) May 22–24, 2020! Bring a friend!

Don't miss out—register today!

PNR Interchange

The **PNR Interchange** is a free service for PNR members wishing to buy, sell, donate, or exchange model or prototype railroad related items. Commercial enterprise transactions and advertisements are not allowed except as provided for hobby stores below. Members may also use this service to request or solicit hobby or railroad related information, research results, and other resources or materials from other members. Members' classified ads and notices are restricted to text format only (no graphics) and length should be no longer than 120 words. Sequential ads of the same nature or having the same or nearly same content are not permitted. The suitability of submitted classified ads for publication is determined at the sole discretion of the Switchlist Editor. Email your submission along with your NMRA membership number to the Editor at switchlist@pnr-nmra.org

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

WANTED: 12" to 36" piece of Micro Engineering O scale code 100 track. Needed for dual-gauge interchange on my 40" x 60" Dayton, Sheridan & Grande Ronde On30 layout. Email radioprof@comcast.net if you have something available.

FOR SALE: 3-rail O-gauge locomotives, rolling stock, track, and structures. E-mail to rbill10@comcast.net for a pdf or send an SASE to Bill Pyper, 4406 21st Court SE, Olympia, WA 98503 for list with pictures.

FOR SALE: Large collection of post-war Mantua brass/zinc products. Most are locomotives and a few caboose offerings (some painted and most are not). There are a few freight cars (most are completed and not in boxes). There is a complete set of *Belle of the Eighties* locomotive and passenger cars (painted). Large supply of new old stock parts for Mantua in a series of small four-drawer boxes which were marketed to authorized dealers for sale of repair parts. Contact me at bobparrish770@gmail.com.

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Do you have "excess" model railroad equipment, kits, or supplies?

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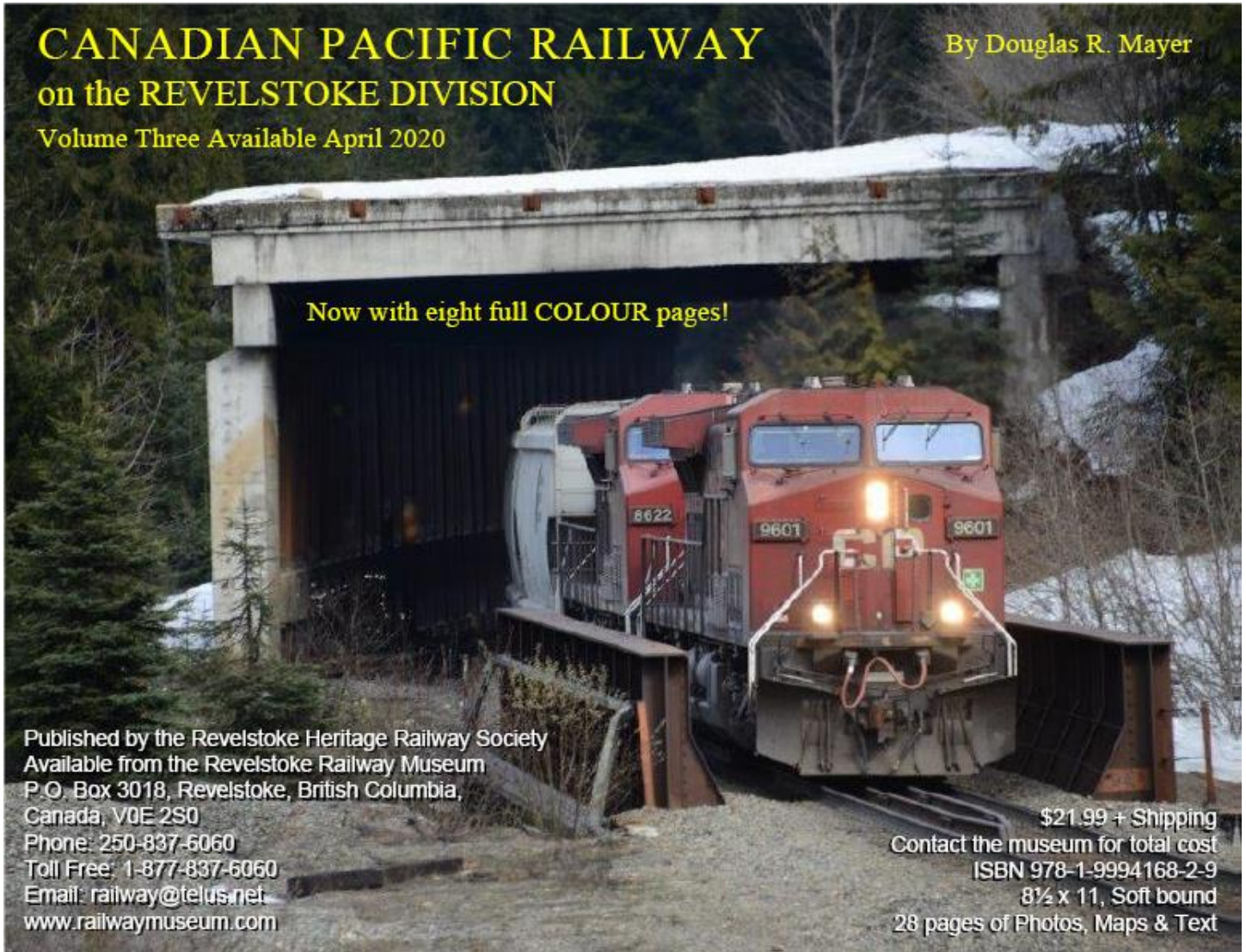
Looking for prototype or historical photos, track diagrams, or other information?

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

Canadian Pacific Railway on the Revelstoke Division—Volume Three

Doug Mayer is a long-standing, accomplished, and respected member of the 7th Division. Doug has produced two books already in this series and the third is on its way for delivery next April.

Proceeds from book sales go to the [Revelstoke Railway Museum](http://www.revelstokerailwaymuseum.com). Doug has done considerable work for them in the past and continues to do so.



CANADIAN PACIFIC RAILWAY
on the REVELSTOKE DIVISION
Volume Three Available April 2020

By Douglas R. Mayer

Now with eight full COLOUR pages!

Published by the Revelstoke Heritage Railway Society
Available from the Revelstoke Railway Museum
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Email: railway@telus.net
www.railwaymuseum.com

\$21.99 + Shipping
Contact the museum for total cost
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8½ x 11, Soft bound
28 pages of Photos, Maps & Text



Partnership Program

NMRA members can log in at www.nmra.org and click on the Benefits tab to view the NMRA Partnership Program. Please patronize all of our partners for some fantastic discounts as an NMRA member!

Timetable

To add your events or activities to the Switchlist Timetable, PNR Train Orders (regular member email), or to the PNR webpage, contact the Timetable Editor, Mark Johnson at (780) 436-2480, timetable@pnr.nmra.org

2020

Feb 22 (Sat), TBD, OR

2nd Division meet. Info: www.2dpnr.org

Feb 22–23, Saskatoon, SK

All Aboard Model Train Show, Western Development Museum, 2610 Lorne Ave. Saturday 9–5, Sunday 9–4:30. Layouts and Vendor Tables. Info: www.prairierailworkshop.com/train-show, allaboardtrainshow@gmail.com

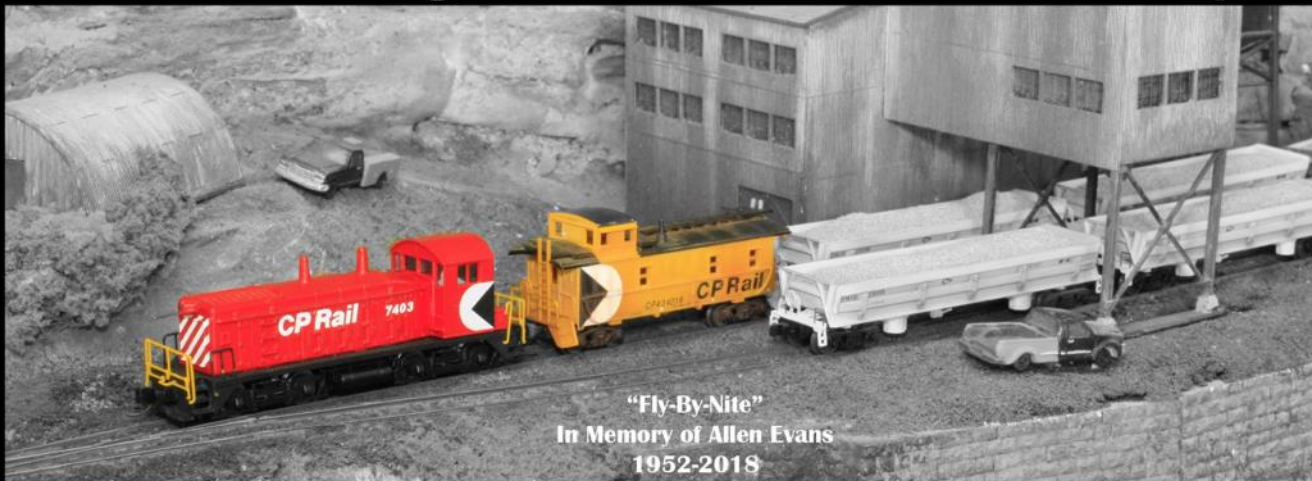
Feb 22–23, Monroe, WA

United Northwest Model Railroad Club and Snohomish County 4-H Foundation present: 29th Annual Washington State Model Railroad Show and Marketplace, Evergreen State Fairgrounds, Monroe, WA. Saturday 10 a.m.–5 p.m., Sunday 10 a.m.–4 p.m. Operating model railroads, clinics, demonstrations, swap meet tables, food vendors, and more! Proceeds benefit Snohomish County 4-H Foundation. www.facebook.com/unwclub www.unwclub.com/unwshow.html

Mar 7-8, Spokane, WA

River City Modelers open house, 1130 E. Sprague Ave., Spokane, WA 99202. Visit the River City Western HO scale model train layout. The 45 x 40 ft. two-level layout is a work in progress. Much of the scenery is completed, track work is mainly done and details are being worked on. There are approximately 19 scale miles of main line track. Open from 4 to 8 p.m. Saturday and Noon to 4 p.m. on Sunday. Contact 509-535-3462 for more information.

United Northwest Model Railroad Club and Snohomish County 4-H Foundation Present: 29th Annual Washington State Model Train Show & Marketplace



"Fly-By-Nite"
In Memory of Allen Evans
1952-2018

Admission	(Tax Included)
Adults (18+):	\$10.00
Juniors (10-18):	\$8.00
Seniors (65+):	\$8.00
Kids (9 & under w/ paid adult):	FREE!
Admission Valid for Both Days!	

February 22nd & 23rd, 2020
Evergreen State Fairgrounds • Monroe, WA
Saturday: 10:00 am to 5:00 pm
Sunday: 10:00 am to 4:00 pm

- Over 60,000 sq. ft. of Family Fun!
- Shop 300+ Vendor & Swap Tables!
- View 20+ Layouts in All Scales!
- Modeling Clinics Both Days!

United Northwest Model Railroad Club and Snohomish County 4-H Foundation Wish to Thank the Following
Layouts, Clubs, and Organizations for Supporting 28 Years of Model Railroading for Charity!

Tacoma Northwestern Model Railroad Club
Boeing Employees Model Railroad Club
Mt. Rainier Model Railroad Club
Esprit de Corps 4-H F-Trak Model Railroad Club
Bremerton Northern Model Railroad Club
Smith Family N-Scale Layout

Great Northern & Cascade Railway
Northwestern Pacific Z-Scalers Club
Moose Creek Logging Company
wTrak Modular Wooden Railway
Whidbey Island Model Railroad Club
Mary's Big Circus
BabyGramps Layout

NMRA 4th Division H-Railers Group
NMRA 4th Division HO Modular Group
NMRA 4th Division N-Trak Modular Group
NMRA 4th Division Omni-Rail Modular Group
National Model Railroad Association
Jet Jordan's "Seattle Tribute" N-Scale Layout

Puget Sound LEGO Train Club
Pacific Northwest On30 Modular Club
Stillaguamish Pacific Railroad
Puget Sound Garden Railway Society
National Railway Historical Society
NW Public Transportation History Museum
Operation Lifesaver

Northwest Railway Museum
Cascade Rail Foundation
Milwaukee Road Historical Society
Great Northern Railway Historical Society
Northern Pacific Railway Historical Society
Pacific Northwest Railway Archives

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Benefitting the
Snohomish County
4-H Foundation



www.facebook.com/unwclub
www.unwclub.com/unwshow



Mar 8 (Sun), Spokane, WA

The Spokane Train Show — Sponsored by the River City Modelers, 9:30 a.m. until 3:30 p.m. at the Spokane County Fair & Expo Center, Ag A, B, & C Buildings, 404 N. Havana St. \$6 admission; 12 and under free. Over 200 tables of railroad-related items for sale: model and toy trains, photographs, books, toy autos and trucks, bridges and buildings. Train memorabilia: old lanterns, signs, china, linen, switch locks and keys, and more. There will be several operating train layouts in N, HO, S, and G scales. There will be a LEGO train layout, very large Free-MO HO layout and Operation Lifesaver will be there too. Back again at this show will be the WTrak wooden layout for kids to play with. Free parking! FOR TABLE RENTAL OR GENERAL INFORMATION: Contact: SHIRLEY SAMPLE, P.O. Box 3065, Spokane, WA 99220; call 509-991-2317, 509-292-8332 OR EMAIL: shirley@busnws.com

Mar 13-14, Calgary, AB

Railroad Prototype Modellers Meet, St. Andrews Presbyterian Church, 703 Heritage Drive SW. Friday 7p.m.–9 p.m.: Slide Night, with an emphasis on subjects you can model. Bring some slides or digital images to show. Saturday 10 a.m.–4 p.m.: Show and Tell to share modelling ideas, four clinics, draw tickets for displaying your models. Door Prizes! Entry for all sessions is \$10. Info: Dave Audley: 403-275-1869 daudley@telusplanet.net

Mar 14 (Sat), Portland, OR

Willamette Model Railroad Club Swap Meet 9:30 a.m. to 3 p.m. at the W.D. Jackson Armory, 6255 NE Cornfoot Rd, Portland, OR 97218. Over 115 tables of Model Railroad equipment in all Scales, Railroad Memorabilia, Books, Photos and More. Admission \$5.00, under 12 free. Free parking. Info: Brigg Franklin wmrcswapmeet@gmail.com (360) 241-5908.

Mar 15 (Sun), Calgary, AB

CMT Annual Flea Market, Glenmore Inn, 2720 Glenmore Trail SE (corner of Glenmore Trail and Ogden Road, SE). The Flea Market runs from 8:30 to 10:30. Time to start putting aside those items you no longer need so that you can buy more stuff that you do need! Tables are \$20 each, half tables can be booked for \$10. To book a table, contact Brookes Harrow at bharrow@nucleus.com or 403-201-4937.

Mar 15 (Sun), Calgary, AB

CMRS Spring Mini-meet follows the CMT Flea Market at 11:00 at the Glenmore Inn with several clinics lined up, along with Show and Tell. www.calgarymodelrailway.ca/mini-meets.html

Mar 21 (Sat), Kelso, WA

LK&R Model Railroad Club 2nd annual Train Show and Swap Meet. Location: Three Rivers Mall in Kelso, exit 39 on I-5. Turn left to Allen Street and turn left on Three Rivers Drive. Go to the southwest corner of the mall. \$5.00 per person. Children under 12 year free with accompanying paid adult. There will be several layouts and 200 tables. Door prizes every half hour. Food Truck. Visit the Clubhouse for more layouts FREE. For tables, contact Rich Easley at kmann_98632@yahoo.com, or call Rich at 360-431-5790, or write to LK&R MRC, 351 Three Rivers Dr. Ste. 190, Kelso, WA, 98626. For more information see our web site at: lkrrains.yolasite.com/events---past-and-future.php

Mar 21 (Sat), Boise, ID

3rd Division NMRA Spring Meet, Shepherd of the Valley Lutheran Church, 3100 S. Five Mile Rd, Boise, ID 83709 (Victory and Five Mile). Registration: 8:30 a.m. Info: Chris Mesa cmesa57@gmail.com

Mar 28-29, Moose Jaw, SK

Model Train Show. Sponsored by the Thunder Creek Model Railroad Club. Western Development Museum, 50 Diefenbaker Drive. The museum is open from 9 a.m. to 5 p.m. Admission is \$10 for adults which then provides full access to the show and all museum exhibits. There is no charge for show participants or vendors who may rent tables for a small fee. Info: www.tcmrc.org

Apr 4-5, Prince Albert, SK

RiverXingNorth 2020—Prince Albert Model Train & Hobby Show at the Prince Albert Golf & Curling Club. 900 2nd St E Saturday 9-5; Sunday 10-5. info: riverxingnorth.webs.com/

Apr 5 (Sun), Edmonton, AB

MMRF Spring Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. 10AM-2PM, Admission \$3. Info:- Ric Francoeur, swapmeet@mmrf.ca Ph. 780-458-1032 www.mmrf.ab.ca

Apr 18–19, Calgary, AB

Supertrain 2020, Canada's Largest Model Train Show. 9 a.m. to 5 p.m. both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. Free Parking at 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 or email to info@supertrain.ca

Apr 21–24, Eugene, OR

First Division will host the NMRA Pacific Northwest Region Annual Convention at the Valley River Inn. Info: pnr.nmra.org/1div/Eugene2020/home.htm

Apr 25-26, Eugene, OR

31st Annual Willamette Cascade Model Railroad Club Swap Meet & Train Show, Lane Events Center at 796W. 13th Ave. One of the largest swap meets on the West Coast featuring 22,500 square feet of trains in all scales, books, memorabilia, and historical societies in attendance. Hourly door prizes for the public, Operation Lifesaver Trailer with educational safety around railroads for pedestrians and vehicles. Vendors from 9 different states and over 250 tables of merchandise for sale. Earlybird special (Sat. only) get in at 9:00 a.m. for \$10 per person; regular admission is \$6 per person adult through 12 years of age; 11 years to 6 years old \$1 per person, kids 5 years and younger are free if accompanied by an adult. Admission is good for both days. For more information, contact 541-954-4917 or email at ttandt@ram-mail.com. Vendor Registrations forms are available on our website at www.wcmrrc.org. or follow us on Facebook.com/wcmrrc.

May 2-3, Regina, SK

Regina Railfest 2020. Over 25,000 sq. ft. of model railroad layouts, displays, exhibits, and vendors. Caledonian Curling Club, 2225 Sandra Schmirler Way. Information can be obtained by contacting Ron Coburn at (306) 545-4883 or rdcoburn@accesscomm.ca, or visit reginarailfest.com/railfest-2020

May 2 (Sat), Portland, OR

Portland's 3rd Annual Railroad Prototype Modelers Meet. Portland Airport Shilo Inn, 11707 NE Airport Way, Portland, OR 97220. 9 a.m. to 5 p.m. We encourage railroad modelers (model railroaders) to bring their creations (completed or in progress) to share with others. This is intended to be a get together to bring modelers together, share and discuss techniques, talk prototypes and inspire others with their models. We will also be having CLINICS throughout the day and a LARGE RAFFLE! Info: www.brpmm.com

May 15-17, Camrose, AB

Battle River Rails, 6th Division, Pacific Northwest Region, National Model Railroad Association convention. Host hotel is Le Chateau Hotel, 3911 48 Ave., Camrose. Le Chateau is a newly renovated hotel that is close to Evraz Camrose Works for the prototype tour and Camrose Railway Station. Besides the Evraz tour, four layout tours have been arranged and clinics are planned. Registration: \$60 (early bird) before March 15, 2020, \$70 after March 15. Barbecue May 16 is \$15, banquet May 17 is \$25. Deadline for registration is May 1, 2020. More information will be posted as it becomes available.

May 16 (Sat), TBD, OR

2nd Division Annual Meeting. Info: www.2dpnr.org

May 22-24, Burnaby, BC

Railway Modelers Meet of British Columbia (RMMBC) at Simon Fraser University. ****New Dates**** 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: railwaymodellermeeetofbc.ca/

May 23-24, Carstairs, AB

Model Train and Hobby Extravaganza. Carstairs Curling Club, 350 11th Ave (West of CO-OP). Saturday 10 a.m.–5 p.m., Sunday 10 a.m.–4 p.m.; admission \$5, kids 5 and under free. Info: Rick, 1mvmmc@gmail.com, 403-556-8121 (home), 403-507-3314 (cell)

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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

