



The Switchlist

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

November 2021

Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH ENGINEMEN'S DAILY REGISTER

Yard _____ 19 _____

No.	ENGINEER AND	Com.	Job	Highest	Left	SHIFT WORKED		Arrived	HOURS WORKED			Accumulated	Explanation of Meal
						Began	Quit		House	Meal	Straight		

Illinois Central Gulf Switchlist

YRS15, Friday, February 7, 1982 at: Reserve
 Time: 7:15 AM Throttle: 0 Next Yard: St. Rose, LA
 Driver: Drew Madore Origin: Reserve, LA
 No: 7-027 Destination: St. Rose, LA
 :OP 2701 Cabir: 199044

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

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

Initials	No.	Contents	Destination	Consignee	Tonnage
William					

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MAKE TRACKS TO EUGENE IN 2022 PNR CONVENTION

MAY 11-14, 2022
 AT THE VALLEY RIVER INN
 HOSTED BY THE 1ST DIVISION

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The Switchlist

Editor:

Greg Kujawa

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Email: switchlist@pnr.nmra.org.

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

SUBSCRIPTIONS

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

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

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

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

February 1

May 1

August 1

November 1

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

ADVERTISING

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

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Education: It's a Good Thing!

First up: I think we can all celebrate that the US-Canada border is now open again (with a few restrictions)! It may not be the optimum time of year for long, cross-border trips to train shows and meets, but I'm sure a few motivated souls will venture out to take advantage of the border being reopened.

In this issue, the *PNR News and Announcements* section includes updated information about [Make Tracks to Eugene](#), the PNR's annual convention to be held in 2022 in Eugene, Oregon. If you've lost track (pun intended), this will be the first in-person, regional convention since 2019. The convention website is now active, so check it out and begin making your plans to attend.

Important information about the Region's **Education Program** can be found on p.6. The potential to develop educational materials and other resources that benefit us all is just waiting to be picked up and carried down the field for a big score. Please, seriously consider volunteering to help all members in any way you can.

Changes are also afoot for the **Achievement Program** (p.7). Did you know the AP is part of the Education Program? Hmm. I sense a theme emerging and it supports a key element of the NMRA's Mission Statement:

The National Model Railroad Association, Inc. advances the global scale model railroading community through education, advocacy, standards, and social interaction.

We have a belated announcement that Jack Hamilton has received the NMRA President's Award for his service as At-Large Worldwide Director. Congratulations, Jack (and sorry we missed sharing this news in August)! We sincerely appreciate all you've done for the NMRA and PNR.

The *In Memoriam* section on p.10 lists PNR members who have passed away over the past year, including Don Forsyth and John Schlosser of the 7th Division. Please take a moment to remember them and their families.

Welcome to our new members who have joined the PNR over the past quarter. These folks are listed on p.12. This is a reminder that everyone should try to make a concerted effort to contact these new members and invite them to participate in your local Division or club activities, or just to get together informally at the nearest coffee shop to begin sharing your modeling interests and enthusiasm for this great hobby.

The end of two great feature articles are approaching. In this issue, Bob Parrish continues to educate us about electricity in Part 9 of his 10-part series. And Tom Waters presents the final installment of his collection of John Allen's Gorre & Daphetid HO Scale commemorative cars. I had no idea there were so many G&D models produced.

Bill Fassett and I share information about valuation maps and Sanborn Fire Insurance maps, respectively. (Hmm. More sharing of knowledge, aka education.) Also, at the bottom of p.18, please find how you can tap into the 4th Division's online resources, such as clinics and layout tours posted on the Division's YouTube channel.

The PNR officer, staff, and Division superintendent quarterly reports begin on p.19. And don't forget to check out the classified ads in the *PNR Interchange*. One more thing ... you might notice that the Timetable is beginning to fill with events (fingers crossed this trend will continue).

Hopefully, you'll see in this issue of *The Switchlist* how Education is an integral part of the NMRA. Learning new things is useful, enriching, and keeps the brain healthy!

Greg Kujawa, Editor

PNR News and Announcements

Make Tracks to Eugene, PNR Regional Convention Eugene, Oregon, May 11-14, 2022

Rich Pitter, Superintendent, 1st Division

The 1st Division has been working hard to put together a top-notch program for you in 2022. Here is the most current information about [Make Tracks to Eugene](#).

Venue

The PNR Convention for 2022 will be held May 11-14 at the [Valley River Inn](#), 1000 Valley River Way, Eugene, Oregon 97401. The convention hotel's phone number is (541)743-1000. It is located across the road from Valley River Center, a large shopping mall.

Registration

Registration is now open and available at the convention website: www.maketracksto Eugene.com. Click on "Register" at the top, and follow the instructions on the form to register electronically.

Travel

Car: From the north and south, Eugene is on Interstate 5. From the east, take U.S. 20, then Oregon 126 from Sisters; or U.S. 97 to Oregon 58 from Bend or Klamath Falls. From the west, take Oregon 126 from Florence, on the coast. Google the hotel on your cell phone to get directions.

Amtrak: [Amtrak](#) runs several trains a day to Eugene from Portland and Seattle, and a single train (the *Coast Starlight*) from Los Angeles and Sacramento. All trains have free baggage service to Eugene.

Air: [Eugene Airport](#) (EUG) is served by Alaska, Allegiant, American, Avelo, Delta, Southwest, and United airlines. Try getting free baggage service on an airline!

Model Contests

All entrants in the Model Contests must be NMRA members in good standing, with one exception: Non-Rail attendees are encouraged to enter the Arts and Crafts Contest. All convention attendees, Rail and Non-Rail, are eligible to enter the Arts & Crafts Contest.

Entries that have previously won first place in an NMRA National or Regional contest may be entered as a Display Only.

We hope all convention attendees will participate in at least one contest. Certainly everyone can participate in the People's Choice Contest just by completing and submitting their ballots. For those who do not wish to enter the formal contests, we ask you to bring and display examples of your craftsmanship for the pleasure of all.

Required Forms

A completed [Contest Entry Form #901](#) must accompany each entry in the Model, Popular Vote, Photography, Arts & Crafts, and Thumbs Contests. No exceptions.

A completed [Model Contest Judge's Score Sheet #902](#) must accompany each entry in the Model Contest. No exceptions. An entry in the Popular Vote, Photography, Arts & Craft, and Thumb's Contest does not require a #902 Judges Score Sheet.

Both #901 and #902 forms can be found on the NMRA website at: <https://www.nmra.org/contests>

Form #901 information will be entered in the contest book in chronological order with an attached claim check. The contest chairman will keep the #901 form on file. Entrants will keep the claims check and sign and return the claims check at



pick up time.

Form #902 and supplemental information (plans, photographs, documents, etc.) will be displayed with its entry.

Additional Requirements

Please notify the Contest Chairman, Christopher Jones, prior to the convention about any entries larger than a 2' x 4' footprint. Electrical connections may not be available, so, plan accordingly. No sales of any kind will be allowed in the contest room.

All entries must be retrieved by 4:00 p.m. Friday afternoon. We will not be liable for any entries remaining in the contest room after this time unless prior arrangements are made. If a model is the only entry in a contest category, it will receive a 1st Place plaque only if the model earns at least 87.5 points (an AP Merit Award.) Otherwise it will receive a 2nd Place award.

Contest Categories

1. Models

The categories are:

- Steam Powered Loco—Entry must be powered.
- Diesel, Other Powered Loco and Traction—Entry must be powered.
- Passenger Car
- Freight Car
- Caboose
- Non-Revenue (MOW)
- Structures
- Dioramas
- Modules

2. Photography

The Photography Contest will be for prints only, no slides. All prints must be mounted and the combined size of the mount and photograph must not exceed 12" x 16". Each photograph shall have the entrants name on the back. Only a title may be present on the front. No more than three entries in each category. Entries must not be framed.

The categories are:

- Model—Color
- Model—Black and White
- Prototype—Color
- Prototype—Black and White

3. Non-Rail / Arts & Crafts

The categories are:

- Arts & Crafts—Any non-needle work (e.g., painting, drawing, sculpture, woodcarving, photography)
- Needle Work—(e.g., quilting, knitting, crochet, needlepoint, weaving embroidery, felting)

People's Choice

All registered convention attendees will receive a ballot in their registration packet and will be eligible to participate in this popular-vote contest.

The categories are:

- Best Model
- Best Non-Rail
- Best Model by an Entrant Under 18 years
- Best Thumbs



Valley River Inn. Valley River Inn photos

Under 18

This category is open to any model entered by a person who is under 18 years old at the close of the contest.

Thumbs

Thumbs entries display the humorous side of model railroading. The Thumbs contest is based on the old *Thumbs* cartoon that was published in past model railroad magazines. We are looking for model train-related jokes, or which one can make the viewer laugh the hardest.

Awards

At the banquet Saturday evening a plaque will be presented to the first place winner in each category, except for a trophy awarded to the winner of the Thumbs contest. Ribbons will be presented to each 2nd and 3rd place entry in each contest category at the close of the contest. Models achieving 87.5 points or better will receive an AP Merit Award.

NMRA Achievement Program

Achieving a Merit Award is a stepping-stone to earning an AP certificate. If you have questions regarding this program, contact: Jeroen Garritsen, PNR, First Division Achievement Program Chair: jeroeno.gerritsen@gmail.com

Contest Room Schedule

- Set up: Wednesday a.m.
- Check-in: Wednesday p.m.
- Open and Check-in: Thursday and Friday
- AP Evaluation: Friday p.m.
- Contest Evaluation: Saturday a.m.
- All entries must be picked up by Saturday, 4 p.m.
- Plaques will be awarded at the banquet

Modeling with the Masters

We are privileged to have Jack Hamilton, MMR, conduct a two-session clinic that takes participants through the process Jack uses when he builds laser-cut structure models. The sessions will be held early Wednesday afternoon and Thursday morning, May 11-12. The kit is an HO scale Maintenance-of-Way shed produced by Motrak Models, which fits nicely on a model railroad of any era or region. Modelers in all scales can use this clinic to gain hands-on experience with the steps involved in building and painting laser-cut structure models. **Capacity is limited, so sign up early.** The convention will provide the Motrak Models HO scale MOW shed kit, spray primer, white and carpenter's glue, sandpaper, painter's tape, small water containers for use with your selection of acrylic paints, and paper towels.

Participants should bring the following items:

- small tool kit
- small cutting board
- cutting tools
- glue applicators
- clamping tools
- paint brushes
- acrylic paints



Photos courtesy of Motrak Models

Train Room

Volunteers from the [Operations Special Interest Group](#) (OPSIG) are setting up operation scenarios on the Roseburg Club layout and will lead “Beginning Operations.” If you have never operated before, here is a chance to get hands-on experience in this exciting part of the hobby! Details TBA on the website.

Clinics

Many well-known modelers from across the West have volunteered to share their modeling and railroad expertise at clinics for PNR 2022. In addition to Modeling with the Masters, we have more than 30 clinics on diverse topics of interest to all of us.

A feature this year will be an evening of mini-clinics, which will be short hands-on demonstrations of techniques, or help sessions, in a market-like setting.

Details of clinics, including presenters and tentative titles, are on the convention website.

Layout Tours

About a dozen local layouts will be open during the convention for registrants to visit. Driving instructions are included in the convention Timetable.

Non-Rail Activities

The Non-Rail program has a room at the convention hotel for socializing, arts and crafts, and presentations. Participants are encouraged to bring their projects and possibly their sewing machines to share their experiences with others and to continue to work on their projects.

A local merchant will present a programmable, digital fabric cutting machine that has tremendous potential for crafters.

The group also plans to visit the historic Shelton McMurphy Johnson House, a Victorian Mansion in the heart of Eugene. Built in 1888, the house is listed in the National Register of Historical Places and is owned by the City of Eugene. The property is open to tours and private functions. On display are period furniture, glassware, and photos of historic Eugene.



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

Pacific Northwest Region is Forming an Education Team

Jeff Herrmann, President

Education is central to NMRA’s mission. No matter where you are on your journey into model railroading, it will take some continuing or additional education to get you to the next level. Perhaps you are relatively new to the hobby and feel that you don’t have the basic skills necessary to build a home layout you can be proud of. Perhaps you have some basic skills but are really intimidated about building a “craftsman” kit for the first time. Maybe you consider yourself an experienced modeler but have never considered scratchbuilding a boxcar, loco, or building. There are certainly some of us who would like more information about a prototype that interests us, but we are not sure where to look. It seems obvious to me that the local NMRA Division should be the first and most logical place to look for quality help, coaching, and advice when it comes to all things model railroading.

NMRA’s newly approved Strategic Plan recognizes that Division-level activities represent the fundamental organizational unit at which most of NMRA’s core purposes are achieved. The nature of the relationship with NMRA national has evolved to allow greater Regional and Division management. NMRA is re-envisioning itself as a bottom-up, not top-down, organization and is taking steps to implement this vision.

The PNR Board wants to take a dramatic step forward by organizing a region-wide education team that will give leadership to enhancing the availability, quality, and variety of educational clinics, coaching, and resource materials available to NMRA members in our region. The primary focus will be on the Division level. I think most of us joined or at least stayed connected to NMRA because of the quality of our education programs and assistance to modelers of all skill levels.

The overall charge to the PNR Education Team is to:

1. Maintain and distribute to divisions a “catalogue” of quality clinics and educational materials that can be made available for on-line and in person meets and activities.
2. Assist the host committee with clinic support for the PNR Annual Convention.
3. Develop programs and teaching methods that appeal to new and younger modelers stressing basic skills, innovation, current technology, tools, and procedures.
4. Facilitate at least one approved “Modeling with the Masters” program in the Region annually.
5. Provide a natural educational path for members that introduces them to the Achievement Program (AP and MMR), contest involvement, and special interest groups (SIGs).

To get the “creative juices” flowing, here are just a few examples of activities the PNR Education Team could get involved in to meet these objectives:

1. Create an “Outcome-Based” educational continuum for PNR (determine what you want them to know, then build curriculum around it). This could be built around the topics related to earning a “Golden Spike” or AP certificates. Consider that most skilled tradesmen started out as apprentices.
2. Determine what is currently available in quality clinics and educational materials that can be made available for on-line and in-person meets and activities.
3. Archive instructional clinics from a variety of sources and get clearance for distributing the list (check for copyrights and intellectual property rights).
4. Create instructional clinics when needed at the Division level. This may be a mix of introductory “how to” and advanced technique topics. We need to be sure we are providing value to our members whose skills and abilities cover a broad spectrum.
5. Solicit from the clubs and individuals in the various Divisions lists of their book libraries and what may be available to a modeler for prototype information.
6. Create minimum standards for clinic presentation methodology and production quality for on-line presentations.
7. Disseminate information using *The Switchlist* and Division newsletters for upcoming instructional events.
8. Create an “IO group” (groups.io) within the Region that offers a place to go in answering questions and coaching regarding a wide range of topics relevant to modelers.

Our plan is that the PNR Education Team will have members from each of the Region’s seven Divisions. Division Superintendents will nominate members to the team for a term of two years and ensure that their appointed members are active participants. There would be no term limits for team members. The Education Team would nominate from its ranks a chair who would report to the PNR board as a non-voting member. Once established, the Education Team may find numerous more topics of interest that would offer service to the members within the PNR. This team would gather quarterly via Zoom meetings (perhaps more frequently at first) to set goals, objectives, and assignments for completion. Service as an active member of the PNR Education Team would qualify as time served for the AP Volunteer Certificate under the existing rules for counting time in service.

Space will be available in *The Switchlist* for this team as they produce original content material. The various Divisions may choose to pick up such content as their newsletters allow for content space.

Our board sees this group as largely administrative—you don’t have to be a great modeler to be of assistance on this team. Does getting involved in a project like this seem exciting to you? If it does, please let me or your Division Superintendent know. When you consider the benefits of your NMRA membership, I hope you will consider volunteering to make our Association benefit your fellow members.

PNR Realigns Achievement Program: Emphasizes Role of Division AP Managers

Bill Fassett, AP Manager

In anticipation of Jack Hamilton’s retirement as PNR AP Manager, PNR leaders, including Jack, the Vice-President, the President, and others took the opportunity to assess how the Achievement Program should be organized going forward. A key goal for the realignment effort was to mirror NMRA’s national strategic plan which recognizes that Divisions are

“primary service providers and ‘value adders’ for members.” The Region’s realignment plan emphasizes that “NMRA is re-envisioning itself as a bottom-up, not top-down, organization and is taking steps to implement this vision.”

The PNR AP Team has begun regular meetings to implement the realignment described below. At the heart of our effort is the recognition of the true objectives of the Achievement Program:

The Achievement Program (AP) is a travel guide designed to help members journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, members will be issued a certificate acknowledging their achievement.

The AP requirements are a set of standards, but they can also serve as guideposts for those who are new, near-new, and not-so-new to the hobby, not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modelers.

Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important as well. The Achievement Program is also a personal commitment to share one's knowledge with others and to encourage them as they also make the AP journey.

The emphasis for our team is to make “the AP journey” widely available to our members, whether they belong to 100% NMRA clubs or not. This is not new, but has been a consistent theme for several years under Jack Hamilton’s leadership. The team is also committed to minimize the unnecessary production, collection, and storage of paperwork involved in recognizing members’ accomplishments.

DIVISION AP MANAGER. Your journey in the AP program will begin with your Division AP Manager:

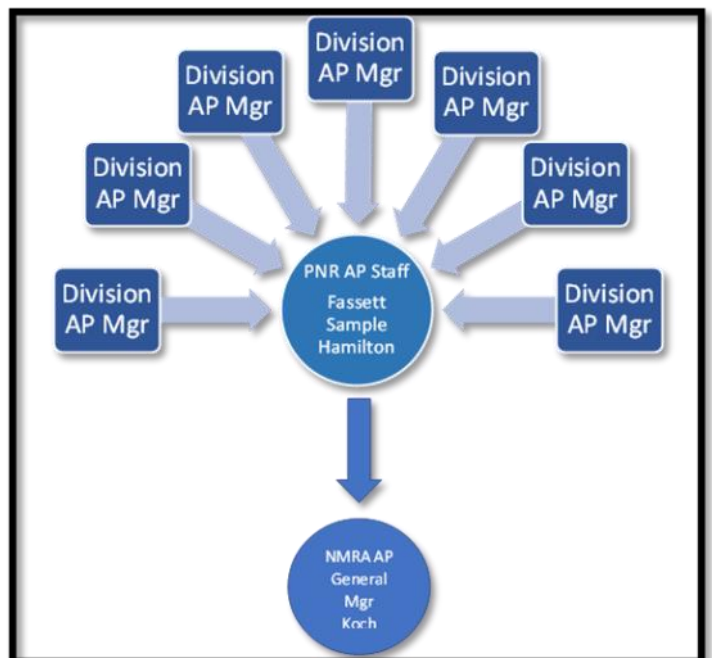
- Division 1 – Jeroen Gerritsen, Springfield, OR (410-303-1547; jingyee.jeroen@gmail.com)
- Division 2 – Ross Ames, MMR, Troutdale, OR (503-666-0239; ross.ames@frontier.com)
- Division 3 – Bob Parrish MMR, Boise, ID (208-866-4601; bobparrish770@gmail.com)
- Division 4 – Dave Yadock, MMR, Renton, WA (425-226-7518; hi61izq@hotmail.com)
- Division 5 – Bill Fassett, Spokane, WA (509-979-5205; b.fassett@comcast.net)
- Division 6 – Doug Burton, Camrose, AB (587-322-9780; dwburton1234@gmail.com)
- Division 7 – Mike Chandler, MMR, New Westminster, BC (604-526-5078; mikado1@telus.net)

The Division AP Manager identifies individuals to serve as evaluators on the Division’s AP team, making nominations to the Division Superintendents who appoint the evaluators. The Division AP Manager is also expected to reach out to identify members in the Division that should be involved in the Achievement Program, and works with members in the Division to identify Golden Spike awardees. The applications for Golden Spike Awards, Merit Awards, and AP certificates go through the Division and are forwarded to the regional support staff.

PNR REGIONAL AP SUPPORT for the Divisions’ efforts are provided by several individuals:

- PNR Assistant AP Manager (US) – Shirley Sample (shirley@busnws.com)
- PNR Assistant AP Manager (Canada) – To be established in 2022
- PNR Distance Evaluation Coordinator – Jack Hamilton
- PNR AP Manager – Bill Fassett (509-979-5205; b.fassett@comcast.net)

The new positions of Assistant AP Manager at the regional level are intended to help spread the workload and, when the Canadian position is established, minimize delays and costs associated with cross-border transactions. The only reason for delaying the appointment of the Canadian



Assistant AP Manager is to give Shirley and me a chance to work out operational details as the realignment is implemented.

In addition to processing various awards submitted by the Divisions, the PNR AP staff supports the Divisions through training and ensuring communication throughout the PNR. We will be working to provide additional educational resources over the next few months for PNR members. Watch the AP reports in future editions of *The Switchlist* for updates and announcements of resources.

DISTANT EVALUATION FOR CARS, MOTIVE POWER, STRUCTURES, CIVIL, AND PROTOTYPE MODELS will be coordinated by Jack Hamilton for the foreseeable future. This process has been well-developed in the PNR to provide access to the Achievement Program to remotely-located members, and in limited cases during the pandemic. It will continue to be limited to those situations. Division AP Managers will start the process by providing information concerning any proposed Distant Evaluation to Bill Fassett, who will then coordinate with Jack Hamilton.

ZOOM OR VIDEO-BASED EVALUATION FOR ELECTRICAL AND SCENERY may be provided by your Division upon approval by the PNR AP Manager of the Division's process. This is intended to continue to deal with both remote members' layouts and for circumstances arising due to the pandemic. Contact your Division AP Manager for more information.

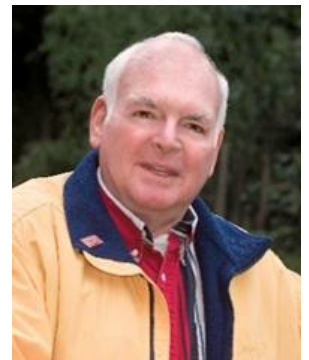
I do want to say that, although you should depend foremost on your Division AP Manager and Superintendent for help in your AP journey, do feel free to contact me (Bill Fassett) with any questions or suggestions as to how I may better serve the membership of the PNR.

hAPpy modeling!

Jack Hamilton, MMR, Receives NMRA 2021 President's Award

Jeff Herrmann, President

A President's Award was presented to Jack Hamilton, MMR, for his service as At-Large Worldwide Director. Prior to serving in this capacity, Jack served six years as PNR President and six years as NMRA Western District Director. Throughout his service to our Association, Jack has shown exemplary leadership, particularly in the areas of recruiting, membership retention, strategic planning, and the Achievement Program. Jack's tireless service and action-oriented leadership has been a major contributor to the success of the NMRA over several decades. PNR is proud of our native son!



PNR Train Orders

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

These are the instructions to resubscribe:

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

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 — October 2020 through October 2021

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
October 2020	05	Hartung	Michael R	Nine Mile Falls	WA	
November 2020	07	Flegel,	Robert (Bob)	Rossland	BC	
	07	Hole,	Douglas	Sorrento	BC	MMR
December 2020	02	Hudson	John	Portland	OR	Life Member
	04	Cole	Ernest L	Roy	WA	Life Member
	04	Sjolin	Robert L	Port Townsend	WA	Life Member
January 2021	04	Mathews	J. Woodrow	Seattle	WA	Life Member
	05	Burkey	Steele	Missoula	MT	
February 2021	04	Ferris	Roger H	Shoreline	WA	Life Member
	05	Ficker	Jim	Lewiston	ID	
	06	Lane	Kenneth A	Calgary	AB	Life Member
	06	White	Gerald	Barrhead	AB	Life Member
March 2021	05	Cunningham	Allan	Spokane Valley	WA	
	05	Ebright	Hugh	Spokane	WA	
	05	Foster	Robert L	Post Falls	ID	
	05	Heimerdinger	Charles G	Veradale	WA	
	05	Krause	Glen	Spokane	WA	
	05	Leiss	Hilary H	Deer Park	WA	
	05	Lenoue	Ben J	Spokane	WA	
	05	Matzinger	Guy A	Cheney	WA	Life Member
	05	Semple	Richard G	Spokane	WA	
	05	Slocum	Philip R	Coeur D Alene	ID	
	05	Wesolowski	Steve	Spokane	WA	
	05	Whitney	Burt	Hayden	ID	
April 2021	None					
May 2021	05	Johnston	David M	Whitefish	MT	Life Member
June 2021	01	Gamble	Harry (Woody) S	Klamath Falls	OR	
	04	Saunders	Raymon B	Puyallup	WA	Life Member
	04	Yeo	Donn	Redmond	WA	
	07	Forsyth	Don	Courtenay	BC	
	07	Schlosser	John M	Kelowna	BC	
July 2021	05	Evers	Kenneth W	College Place	WA	
	05	Haley	James F	Spokane	WA	
August 2021	None					
September 2021	07	Fleming	Henry W	Castlegar	BC	
	07	Franko	Robert	Montrose	BC	
October 2021	04	James	Gary	Poulsbo	WA	
	06	Rigsby	Clyde	Edmonton	AB	

Passing of Don Forsyth

John Martin, Superintendent, 7th Division

Donald Alexander Forsyth

September 2, 1940 ~ June 7, 2021 (age 80)

It is with great sadness we announce the passing of 7th Division stalwart Don Forsyth. He took his last train ride here on earth on June 6, 2021. He will be greatly missed by Karen (Stuart) Lavoie, Kim Forsyth, Kevin (Kari) Forsyth, and Grandson Cody (Mother Diane).

Don joined the Royal Canadian Air Force in September 1958. He met his wife Joyce while on a flight and they were married in July 1962. They raised four children together.

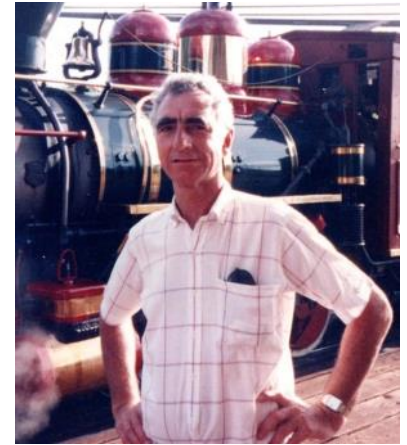
He enjoyed model trains from a young age and anyone who knew him can attest to his love of reading about trains, creating working layouts, and even watching current TV shows about trains. He would spend hours running equipment on his layouts.

Don was the 7th Division's Representative for the Vancouver Island North area for many years, and he worked hard to advance the hobby. He supported existing members and introduced others to model railroading for the first time. Participation and assisting in the Nanaimo, Victoria, and Vancouver train shows were always high on his list and he served as an Achievement Programme evaluator for a number of years.

Don was also a problem solver, as his children can attest. If there was a situation that needed some creative and out-of-the-box thought on how to build or create something, he was the go-to guy. Many neighborhood kids can also say Mr. Forsyth taught them how to parallel park—there were many times you could look out and see the garbage cans lined up on the roadside to represent parked cars. We don't know how many of the cans were permanently dented, but both the learners and those who owned real cars along the street were grateful for Don's help.

He will be missed.

Here is a link to Don's [obituary](#).



Passing of John Schlosser

John Martin, Superintendent, 7th Division

John Matthew Schlosser

May 14, 1940 - May 16, 2021

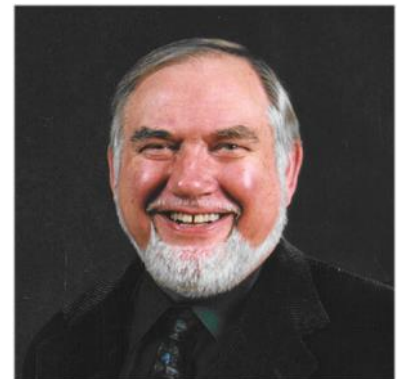
We sincerely regret to report that long-time 7th Division member John Schlosser passed away on May 16, 2021 at the age of 81.

John spent most of his life in the Okanagan and founded Canwest Design Group, a building design firm that is still in operation today.

He was an avid model railroader and railfan, and his personal layout was high quality and greatly admired by his fellow modellers. His family fondly remembers being taken on numerous "train chases" while they were on trips together.

John was kind, humorous and an intellect, and will be deeply mourned by his community. Rest in peace.

Here is a link to John's [obituary](#).



New PNR Members

August–October 2021

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
02	Burdick	Donald	Lake Oswego	OR	05	Hill	Eric	Spokane	WA
02	Reinholdt	William	Portland	OR	05	Mann	Larry	Spokane Valley	WA
04	Akaka	Justin	North Pole	AK	05	Morgan	David	Hermiston	OR
04	Davenport	James W	Sammamish	WA	06	Bedwell	Roger	Oyen	AB
04	Davis	Joseph	Palmer	AK	07	MacLatchy	Michael	Port Moody	BC
04	Ostler	Clint	North Bend	WA	07	Preddy	Andrew	Delta	BC
04	Weisenbach	Jim	Marysville	WA	07	Sundstrom	Chris	Nanaimo	BC

Have you changed your address or other membership information?

Notify NMRA Headquarters

email: hq@nmra.org

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

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

***Not getting the bi-monthly
NMRA eBULLETIN?***

The new **NMRA eBulletin** comes out every other month near the 1st of the month. Either your SPAM filter is blocking it, or you need to update your email address with us. Have HQ update your address at: <http://www.nmra.org/customer-service-request>

Features

Basic Electricity ... No Math. I Promise (Part 9 of 10)

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

Editor's Note: This is the ninth installment of a series of ten 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) focused on basic electricity; the second section (Parts 6-10) 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 9

Additional can motor stuff

Several items back, I spoke about using the bottom plate of the old open frame motor as the mounting for the new can motor. It works well as it is designed for the locomotive you are working with. I use black RTV to glue the motor to the base plate and then wait about a week to continue further. RTV goes through a cured state in a short time but it takes longer to really become rigid enough if you are going to put the worm gear on the motor shaft and run it directly to the spur gear on the drive wheel axle.

I use NorthWest Short Line (NWSL) universal joints for couplings and they work well and are very smooth in operation. Some locomotives really should have a replacement gear case put in also as most were of very poor quality. This change is not for the faint of heart as it requires the loco to come a long way apart and you will need to be able to re-quarter the drive wheels. Not everyone is able to do this. There is no marking fine enough to put on the wheel and axle that will dependably return the wheel to its original location. If you are not sure of this process, don't go there. Just replace the motor and drive line and hope for decent operation. Most will be acceptable after some working-in time.

Track work and maintenance

We have talked extensively about circuits and lowering resistance but a part that most people seem to forget is that your track is part of the circuit. The operational circuit of a locomotive starts at the power pack and ends in the motor of the loco. We can do all sorts of elaborate things about wire size for bus wires and argue about wire gauge and frequency of risers (feeders) from bus to track, but if the track is dirty, all that other stuff is not very important any longer.

Prior to WWII, a lot of track was formed or rolled steel rail and after the war, brass became popular. Steel rusted and brass did not. The problem was that brass oxide was pretty insulative. That is, it did not move electrons through the oxide very well and in some cases was as good as a layer of paint on the rails. We spent all sorts of time with bright boy cleaner erasers and devices that we fastened to the underside of over-weighted boxcars to drag around and keep things clean.

Also at this time, we moved a lot of current that allowed the motor to see through some of this oxide with relatively high current flows. In fact, often a solution to a finicky loco was to turn the throttle up a bit to get it moving by pushing through the oxide. Those days are over. Adjusting the throttle of a DCC system only changes the speed signal, not the current flow available to the loco. By the 1960s and 70s, nickel silver rail had replaced brass in popularity as the oxide was much more conductive. This worked because we were still moving a lot of current and could blast through the little remaining insulation of the oxide. Things worked much better.

Along came DCC and everything changed again. We use much lower current-draw can motors and send different sorts of current through the rails along with pulse width signals telling the loco what we want it to do. Insulation of any sort now becomes a problem. We need to address oxide much differently today than ever before. The indicator of dirty track is flickering headlights and missed-command, run away locomotives. This is all very frustrating to an operator on your railroad when a locomotive continues to not listen to instructions.

What to do about it boils down to a very few things that can make operation much better and more pleasurable. Again, we don't think of dirty track as resistance but it is and needs to be addressed.

First, if you have any locomotives that still have brass wheels, change them out. NWSL and Bowser make replacements for most everything diesel or trolley out there. Steam is another story. If you have old, large production steam (Mantua, Bowser, Kemtron, Varney, Roundhouse), you have a problem. Some of the early Roundhouse locos are currently under production from Horizon and may be ordered as parts, although they are not very friendly about it. Later Mantua locos had plated wheels that turn up as parts on eBay and can be fought over on that website and can be installed in place of the early brass tire drive wheels. There is not much hope for old Bowser steamers. There were a lot of them out there and they are still very good operators but there are no drive wheel replacements in steel or nickel silver that I have found.

Next, if you have ANY plastic wheels change 'em. Not negotiable! Change them with whatever wheelsets you prefer:

Kadee, Proto 2000 or Intermountain. All are good but all should be checked for gauge before installation and Proto 2000 must be inspected for plating blisters on the flange ways. Although they can be filed off, it is frustrating to need to do this for what they think they are worth.

The reason for recommending metal wheels is because the plastic used is an industrial plastic that exudes oil for its entire life and parks that oil on the rails and that translates into series resistance.

After that, scrupulously clean track is an imperative. For those of you who still think a bright boy is a friend, go out in the alley behind your house and throw that thing as faaarrrrr as you can and then don't go looking for it. They are way too coarse and rough up the rail causing more surface for the growth of oxidation. A good example of this is a simple experiment. Dump a bunch of sugar into a glass of water. Most of the sugar will go to the bottom and sit there. When you stir it up the sugar dissolves as you have shown more water surface to the sugar. Bright boy cleaners leave a very rough scratched up surface that just increases oxidation surface. The less oxidized surface we can show to the locomotive wheels, the longer and better operation we can obtain.

There are those who advocate a cleaning process called Gleam. It is clickable on the Internet and I am an advocate of this to a point. Most flex track rail is rolled from bar stock and part of the rolling process requires one or more of the shaping wheels to have a texture that prevents the nickel silver rod from slipping during rolling. Unfortunately, Atlas and a few others use the top "crown" of the rail for the traction roller, which leaves a rough surface. Under magnification, this can be easily seen.

Allow me to tell you what I have done that has allowed me to not have a serious track cleaning session in nearly four years. There are a lot of recipes for this, but I'll share mine. I use 400 grit emery paper to knock off the rolling marks from the manufacturer. I then go to 800 or 1000 grit emery paper and polish it up. After that, I use 10,000 grit polishing paper that glass fiber welders use. The rail will be pretty shiny now and it will need to be for the best conduction to the wheels of your locomotives. I was once a part of a conversation where a gent, who's name is now lost to me, argued that using alcohol or lacquer thinner on the rails after that leaves the rail too "dry". It took me a while to understand this but I do now. He was absolutely correct. The rails need something to inhibit oxidation of the nickel silver. Recall that NS oxidation is not a conductor, it is just less of an insulator than brass oxide. I have been a part of conversations advocating all manner of chemicals and I would defer to whatever you might be using that works for you but you should use something. I have heard of Wahl clipper oil, automatic transmission fluid, Stabilant 22, and some stuff called Rail Zip. I personally have tried 'em all and have run home to Rail Zip. This stuff has been out there for years and I found it in the early 90's. It was developed by an electronics industry supplier for edge board connectors. Although it smells to me just like automatic transmission fluid, which is mostly kerosene and liquid dish soap, there is something else to it that makes it work very well.

Some will argue that it is slippery and lowers rail adhesion. It will, if instructions are not carefully followed. First, it requires that the rails are clean as described in the above paragraph. Then, don't try to operate your trains immediately after application. The stuff needs time to work and then the manufacturer calls for surplus to be removed with a rag and water if too much had been applied. I do try to roll a loco around in it with a few cars only to "track" it around (pardon the pun). Then wait at least 24 hours and then dry the rails with a rag.

It is alright to let some of this get up onto the drive wheels of the locomotive but not so much that this loco is sliding around. Some would argue that all of this cleaning and polishing causes lowered tractive effort but I would submit that improved conductivity is far more important than slipping. Months or years later, I only need to touch up the rail with a felt pad on a block of wood and moistened with a bit of Rail Zip. If you need to find a felt block, look up a local piano tuner or service technician and ask for a scrap of wool felt. Pianos use some 1/4 to 3/8" felt that work very well for this.

If you don't think this stuff works, put some on a short piece of rail that you know is causing flickering headlights. Wipe down with Rail Zip and then drive the loco through it. If operation is improved, that is your answer.

When cleaning locomotive wheels, use only a felt pad with Rail Zip or whatever cleaning chemical of your choice. Do not use a coarse cleaning eraser for the same reasons noted above regarding the rail. After applying the chemical, take a rag and wipe off most of what is there if you are going to put it back on the rails for immediate operation.

The things to watch for that would indicate good connection to the rails: is the headlight on and not flickering, does the loco have good low speed operation without needing to be physically nudged, does the locomotive respond instantly and correctly to changes of speed commands? If you answer yes to all of these, you are there.

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

Gorre & Daphetid HO Scale Commemorative Cars

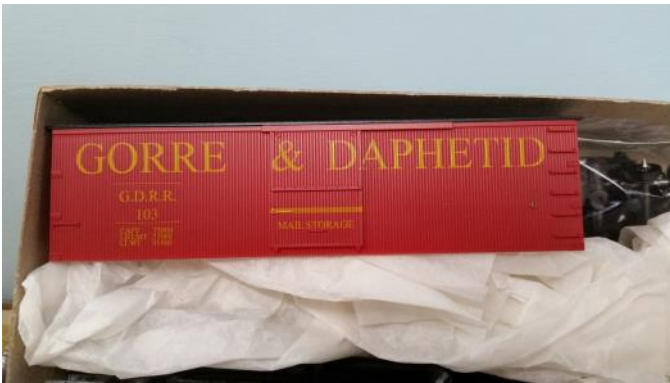
Article and Photos By Tom Waters, 3rd Division

Editor's Note: This is the third installment of a three-part series of pictorial articles.

Part 3

I hope you read my last two articles about my Gorre and Daphetid HO scale car collection issued by Model Die Casting Inc. in the 1980s and 90s. To refresh, these were issued in sets of three and four cars over a period of months. This article finishes up the collection and includes additional issues from the NMRA and Accurail. To close out my story, I need to say that I initially purchased only one car in the #7751 and #7752 series as I couldn't see having six cars all the same. But, my being a completist, required that, thru the Internet over a period of at least ten years, I finally acquired the final 10 cars.

September 1995



#7759 36' Old Time Box Car



#7760 36' Old Time Box Car



#7761 Overton Baggage



#7762 Overton Combine



#7763 Overton Coach



#7764 Overton Business



#318 0-6-0 Switcher



Additionally the NMRA released a 40' Box Car as part of their Heritage Collection



Accurail issued two identical 40' Double Sheath Wood Boxcars, #5516 and #5573



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!

Sanborn Fire Insurance Co. Maps Available Online —and Free!

Article by Greg Kujawa, 5th Division

PNR member Michael Huntsberger of McMinnville, Oregon, is reminding us (maybe some for the first time) that the U.S. Library of Congress (LOC) has an ongoing project of digitizing and posting Sanborn Fire Insurance Co. maps on the LOC website:

<https://www.loc.gov/collections/sanborn-maps>

Michael wrote to Jack Hamilton, who passed this along to me:

The Library of Congress has made its vast collection of Sanborn Fire Insurance maps available online to the public at no charge. The maps provide detailed information about the block-by-block locations and construction details of commercial and residential structures, streets, and rail lines in thousands of US cities and towns. The collection spans almost a century from 1885 to 1963, and encompasses nearly every state in the US. There are hundreds of maps of localities throughout the Pacific Northwest Region.

The collection is searchable, and viewers can download or print the images.

For prototype modelers, or those simply looking to exhibit a higher level of fidelity on their dioramas or layouts, this is a terrific resource.

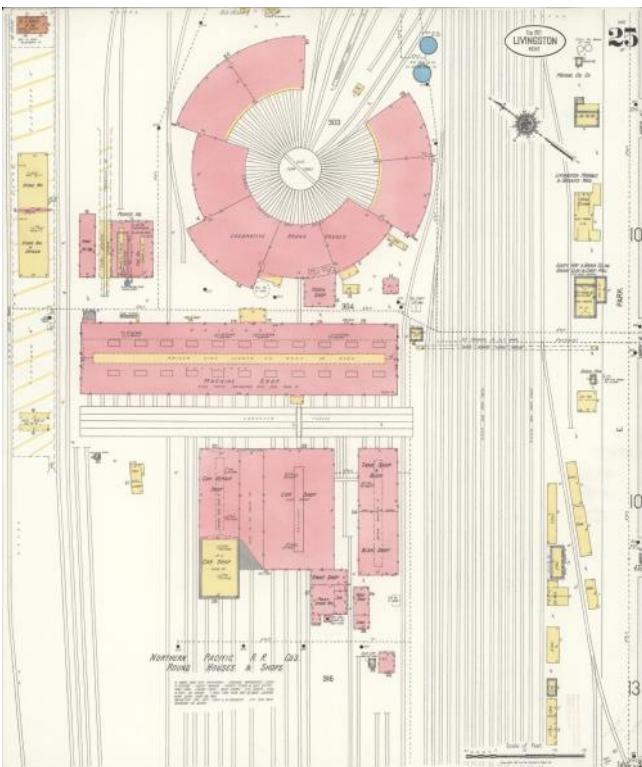
More information

Background information about the Sanborn collection plus the map legends for interpreting the maps are available at: <https://www.loc.gov/collections/sanborn-maps/about-this-collection/>

To whet your appetite, see the example maps below. Also, here is a link to several more [Sanborn Samplers](#) of railroad-related facilities and track locations.

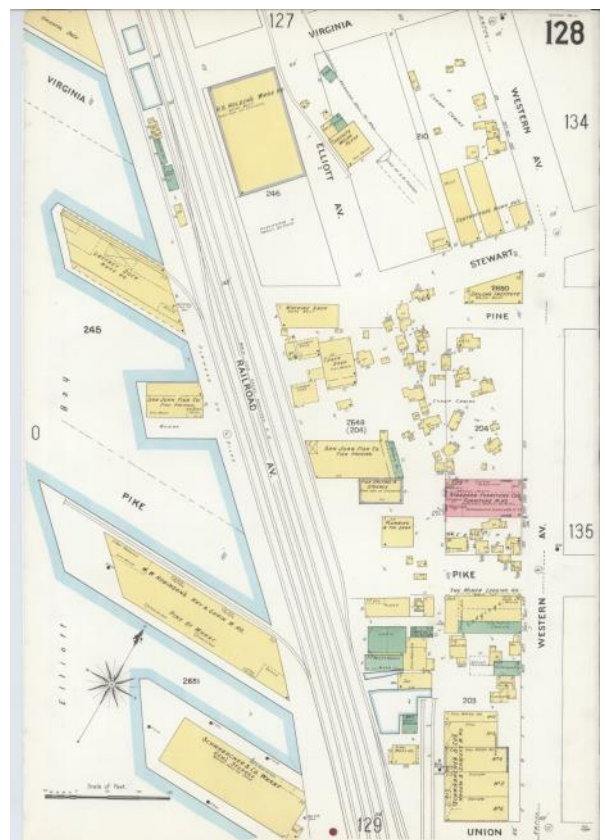
The map images can be downloaded at various levels of resolution, including as JPEG, GIF, or TIFF files.

If you're not familiar with Sanborn Fire Insurance maps, they are invaluable in the amount of information they can provide to the prototype modeler or those freelancers who seek inspiration for realistic track arrangements or structures for their model railroads.



Sample Sanborn Fire Insurance Map of NP facilities at Livingston, MT, 1921. LOC link:

https://www.loc.gov/resource/g4254lm.g4254lm_g050411921/?sp=25&r=-0.632,-0.026,2.264,1.318,0



Above. Sample Sanborn Fire Insurance Map of Seattle waterfront, 1904-05. LOC link:

https://www.loc.gov/resource/g4284sm.g4284sm_q09315190502/?sp=6

Railroad Valuation Maps for Washington State Railroads

James S. Hannum, MD Historical Collection

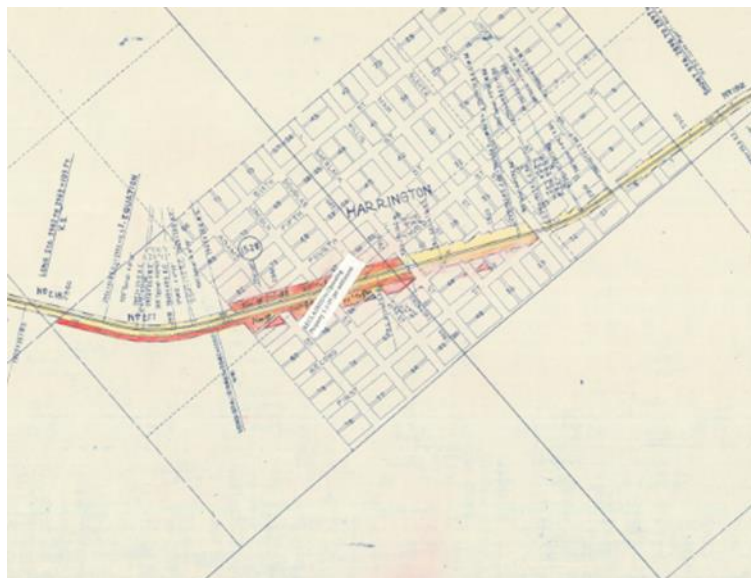
Article by Bill Fassett, 5th Division

The Inland NW Rail Museum in Reardan, Washington, has recently received a collection of digitized railroad valuation maps from 1914 to 1918 for Washington railroads. The collection was donated by Dr. James Hannum, a retired physician in Olympia, who discovered the maps at the Washington State Archives in 2008, and reindexed them to be more useful to historical researchers. Dr. Hannum is a railroad historian who has authored several books, including *Delusions of Grandeur: The Olympia & Tenino Railroad* (2009) and *Gone but not Forgotten: Abandoned Railroads of Thurston County, Washington* (2012).

The maps were provided by the railroads to the Interstate Commerce Commission in support of voluminous “valuation reports” required by the federal Valuation Act of 1913, and which would presumably assist the ICC in setting rates.

The Washington Department of Revenue received copies of the maps, and in 2008 they were scanned into high-resolution graphic files and transferred to the Washington State Archives. As Dr. Hannum notes that, when scanned, the maps were indexed according to the ownership in 2008, which “produced difficulty for researchers who were unfamiliar with the indexing scheme used by the Department of Revenue.” He reindexed the maps according to the name of the railroad indicated on the map at the time it was made, and then by county.

The following railroads are included in the collection:



Section of the Great Northern map for Harrington, in Lincoln County, Washington.

Camas Prairie RR Chehalis Western RR Cowlitz, Chehalis & Cascade Rwy Great Northern Rwy Longview, Portland & Northern Rwy Milwaukee Road Northern Pacific Rwy	Oregon Trunk Rwy Pacific Coast RR Port Townsend Southern RR Spokane International Rwy Spokane, Portland & Seattle Rwy Union Pacific RR Walla Walla Valley Rwy
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The Hannum Collection also includes similar files for the State of Minnesota. The collection is stored on a 2 TB (terabyte) drive at the museum. We are able to download files for individual railroads and counties to 64 GB USB drives for \$15.95 plus tax per drive (free shipping).

NMRA members may receive desired files for \$3 shipping if they supply the museum with a 64 GB or larger USB drive. Contact Bill Fassett at ierhs.treasurer@gmail.com to arrange order.



4th Division Online Resources Open to All

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

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

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, President

To a large degree, I have been a “planner” for most of my life. Early in our marriage, my wife used to tease me about “making a list to prepare my list!” In college, I planned a strategy for classes and course loads to find the quickest way to graduation. During my professional career, I planned a career ladder and tried to line up the preparation steps for the next move as best I could. Although I didn't have any formal training in project management, I planned out almost every professional project and assignment I took on. For the most part, it served me well. Having a good plan and getting sound advice from experts pays off! I have always believed in the P7 rule: “Proper Prior Planning Prevents Pitifully Poor Performance.”

There have been some exceptions to my use of plans though...and generally I paid for it! Take my first few layouts, for example. I didn't really have a track plan for them and I always ran into trouble; curves too tight, not enough sidings, the dreaded reversing loops that caused electrical shorts I couldn't find, and so on. Not to mention buying way too much stuff (rolling stock, craftsman kits, tools, etc.) that never really supported a consistent theme, era, or railroad.

As the weather begins to return to “modeling season” in my neck of the woods (the panhandle of northern Idaho), I find myself back in the planning mode. I am making plans for my modeling projects this winter and I am working with the PNR Board of Directors on a few plans for how we can improve the NMRA membership experience for our members in the coming year. I will get to my modeling plans a bit later in this article.

There are a few plans in the works for PNR that I am really excited about! Elsewhere in this edition of *The Switchlist* you can find more specific details of how we intend to make these work but let me just highlight a few of the plans we have that will add value to NMRA membership in our region.

Achievement Program

The PNR is at an important juncture in which there is an opportunity to expand and enhance the historically good work of those involved in managing the Achievement Program (AP) and to expand the base to take on the anticipated workload of the future. We all are indebted to Jack Hamilton MMR for his untiring leadership in the AP in PNR. As Jack “retires” from this important role that he has played for nearly two decades, I have appointed Bill Fassett, former 5th Division Superintendent, to serve as our PNR Achievement Program Manager going forward.

There are just a few functions and responsibilities for AP administration at the regional level that focus on ensuring growth and maintaining the integrity of the AP. Most AP administrative functions that need to be carried out are at the Division level. PNR leadership intends to increase the number of members participating in the AP and expand the number of people helping to promote and administer AP at the Division level. The focus on recruiting AP Evaluators at the Division Level should be on people committed to the overall integrity of the AP and in concert with uniform NMRA processes and PNR growth objectives. It is eminently clear to the current PNR officers that no one person can or should be responsible for all of this. PNR is refocusing our AP efforts on the Division level. The Division AP Manager's role is to be the “go-to person” for the Division, the key recruiter of AP Evaluators, and the communications link to the Regional AP Manager. This process would allow for a logical path for response to questions and an avenue for the completion of paperwork as it is submitted. Please see Bill Fassett's article that addresses this in more detail.

Education Team

Education is central to the NMRA mission. The PNR Board wants to take a dramatic step forward by organizing a region-wide Education Team that will provide leadership for enhancing the availability, quality, and variety of educational clinics and materials available NMRA members in our region. The overall charge to the PNR Education Committee is to:

- Maintain and distribute to divisions a “catalogue” of quality clinics and educational materials that can be made available for on-line and in-person meets and activities.
- Assist the host committee with clinic support for the PNR Annual Convention.
- Develop programs and teaching methods that appeal to new and younger modelers stressing basic skills, innovation, current technology, tools, and procedures.
- Facilitate at least one approved “Modeling with the Masters” program in the region annually.
- Provide a natural educational path for members that introduces them to the Achievement Program (AP and Master



Model Railroader), contest involvement, and special interest groups (SIGs).

Please see the article in this edition of *The Switchlist* that addresses our plans and call for assistance on the Education Committee.

2022 PNR Convention

Won't it be great to get back together again...in person?! The 2022 PNR Convention planning is in full swing. We will be headed to Eugene, Oregon, May 11-14 for what promises to be our best convention ever. See the Convention details announced elsewhere in this edition of *The Switchlist*.

Finally, back to my personal modeling plans. In the last couple of editions of *The Switchlist*, I shared photos of the progress on my new layout. Well, because of the wonderful weather this summer, I didn't spend much time in the train room, but at least I did get all (most?) of the spline completed. As I mentioned before, this is my first foray into spline and I really like it! The curves and transitions look great and it wasn't as messy as I anticipated. I am used 3/8" hardboard cut into 7/8" wide strips. I found a local cabinet maker with a better saw arrangement than I have and he cut all the strips for me. In areas where I intend to (eventually) put in a bridge, I used a firm and straight piece of 1 x 2 with clamps to serve as a fence and keep that portion of the spline as straight and level as I could get it. In the areas that would eventually be a yard, I was able to merge the spline into a 1/2" plywood sheet by cutting a narrow notch into the plywood then building up the spline around it. In a similar way, I was also able to get the geometry pretty close to support some #6 turnouts. I still have a bit of sanding and smoothing to go but am getting really close to being able to lay some track! I will keep you posted.



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

From the Fireman's Side of the Cab

Bob Parrish, MMR, Vice President

Habit and Activities.

Some would argue that we are creatures of habit. That certainly includes me. The problem is that I am not always aware of what my habits are or how I have come to them or have descended into them. A year ago, right now I had finally gotten settled in to not seeing my regular Monday night crazies and train operations, although we have met occasionally since it has become very spotty. We have been together for nearly twenty years and it was quite an adjustment. By the spring, we had become so accustomed to being apart that, although we all gotten vaccinated, we were slow to get back together. We were actually part way into the summer before we got back to some sort of routine. Now with it getting cooler, we are starting to pull back and not going out so much. Here we are with another descent into a habit. So, I am going on record with myself and making notice of it now. Maybe I can head off another habit.



What might a list of habits include?

- Time at the work bench vs. time away
- Time in your railroad room vs. time with the door closed

- Time with other modelers vs. time alone with your hobby
- Time at gatherings vs. electing to not participate

We might just have solutions with a little introspection. We must first agree that we don't succumb to the same habits, so you may need to adjust these questions for your own amusement and amazement. After that, let's take a look.

We have our daily routines as required by our various constitutions; some are morning people and others are night people. I am a night people; a late-night person, a very late-night person. This is when I get my best time for modeling. The phone doesn't ring, there are no distracting texts, and the dark prevents the demands of yard work from yelling at me. It's my best time but it does not allow for fellow modelers. I then must devise a schedule that allows more times that are reasonable to sane people!

I seldom miss a day in my railroad room. But that is almost all "alone time."

What about time set aside for modelers in some social gatherings? With COVID and the resistance to vaccines, this has become particularly difficult. My local group has been very aggressive about our demand for vaccinations. We are of a like age and have long ago come to trust each other. Perhaps you have similar small groups; but that is a long way from a division or regional gathering. For now, I have chosen (this is my personal choice) not to be involved with any gathering (whether railroad-related or other) where unvaccinated may be in close proximity. This may or may not be an issue for you but for me it is but it has its costs. It fuels my habit of isolation.

In an attempt to look beyond this for a moment, let's examine what has come to the fore over the last year. A year ago, for many of us, we barely knew of the Zoom software application. It really has existed for several years but was relegated to the business world and we in the hobby were largely unaware. Most now have become proficient enough to get connected with a group and know how to un-mute ourselves.

In my conversations with Jeff Herrmann regarding the Education Team (presented elsewhere in this issue), we are coming to agree that this Zoom media is here to stay. I struggle with the two-dimensional aspects of being with people on a flat screen, but three-dimensional, in-person options are limited, as noted above.

Russell Segner in the 4th Division has led the way in what Zoom can do for this hobby. He has spearheaded on-line offerings for two significant groups. The first is his great efforts for modelers in the 4th Division. The other is his amazing gathering together of an international batch of narrow-gauge modelers who offer on-line layout tours in places where no national or regional gathering will ever get close to. It is a new outlet for some very regionally isolated railroads. Both of these on-line venues offer strong credence to the durability of Internet accessibility in the future of this hobby.

Where might we go in the future is only anyone's speculations but we are in good hands with the people in our Region who are taking us to new frontiers.

But for now, back to the original question—habit and activity. Take a moment and survey your hobby-related habits and see how they make space and invite others into your modeling time.

Make an effort to see what Division activities are going on in your area. If those functions are compatible with your level of health security, be sure set out time for those events. Our individual support is the only way to make these events successful.

On a different line of thinking, my role as your vice president includes membership retention. With that stated, you may be aware that I contact members who are 30-60 days out on the expiration of their renewal date. To be perfectly clear, the numbers of new members coming aboard have been down over the last year. However, the number of people who are leaving the NMRA are not at all near what they could be, given the isolation as noted above and the diminishing of opportunities for meeting. Many have found their way to the Zoom gatherings and the numerous model railroad-related YouTube options that have been out there for a long time. I'm guessing these are sustaining us until we can return to more normal functions.

With that, thank you all for your continued commitment to the NMRA and to the Pacific Northwest Region. It will take all of us to keep this hobby viable.

Treasurer's Report

Aaron Gibbens

The PNR's annual budget and financial reports are posted on the PNR website at: <http://pnr.nmra.org/policies/minutes/2020reports/2021%20Budget.pdf>

Office Manager's Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers only the months from October 2020 to July 2021. Unfortunately, due to technical difficulties, we are unable to provide the membership numbers for August–October 2021 in this quarter's report.

Please remember that membership retention is the job of every member!

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

Div	Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21		Net +/- over year Jul-Jul	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP		
1	93	2	93	2	92	2	91	2	89	2	87	1	86	1	88	1	87	1	86	1								
2	136	2	131	1	127	2	127	2	121	2	120	1	119	1	118	1	120	1	123	1								
3	75	2	73	2	73	3	74	1	75	1	74	1	73	1	74	2	74	2	74	2								
4	470	9	466	8	458	7	454	8	451	7	448	8	454	9	454	9	452	9	450	8								
5	199	5	201	5	200	5	181	5	180	5	196	3	202	5	201	5	202	5	198	4								
6	232	2	233	1	235	1	239	0	234	0	234	0	232	0	227	0	220	0	220	0								
7	297	1	294	1	282	2	278	2	285	3	288	3	282	3	276	3	275	3	281	2								
Tot	1502	23	1491	20	1467	22	1444	20	1435	20	1447	17	1448	20	1438	21	1430	21	1432	18								

Table 2. New members showing Rail Pass portion by Division

Div	Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21		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	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0									
2	0	0	0	0	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0									
3	0	0	0	0	1	1	1	0	0	0	0	0	1	0	1	1	0	0	0	0									
4	1	0	1	0	2	0	5	2	3	2	2	0	3	1	0	0	2	0	2	0									
5	0	0	1	0	0	0	1	1	0	0	4	0	8	2	3	1	1	0	3	0									
6	1	0	2	0	0	0	3	0	1	0	1	0	0	0	2	0	0	0	0	0									
7	2	1	1	0	1	1	11	3	1	1	2	0	1	0	1	0	0	0	0	0									
Tot	6	2	5	0	5	3	22	6	5	3	11	2	13	3	8	2	3	0	5	0									

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

Div	Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21			
	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	4	1	0	0	2	0	1	0	2	0	3	1	2	0	0	0	1	0	1	0								
2	1	0	4	0	4	0	1	0	8	0	4	1	1	0	2	0	0	0	0	0								
3	2	0	4	0	2	0	2	2	1	0	2	0	2	0	2	0	0	0	0	0								
4	6	0	8	1	8	1	16	1	9	1	13	0	5	0	5	1	7	0	5	1								
5	5	0	2	0	2	0	19	1	4	0	1	0	3	0	2	0	2	0	6	1								
6	15	0	9	0	1	0	0	0	5	0	0	0	4	0	7	0	6	0	2	0								
7	5	0	4	0	14	0	5	0	0	0	1	0	7	0	7	0	1	0	2	0								
Tot	38	1	31	1	33	1	44	4	29	1	24	2	24	0	25	1	17	0	16	2								

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

Div	Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-21		Aug-21		Sep-21		Oct-21			
	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	3	0	4	1	0	0	2	0	1	0	2	0	3	1	0	0	0	0	1	0								
2	0	0	1	0	3	0	2	0	1	0	8	0	4	1	1	0	1	0	0	0								
3	3	0	1	0	4	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0								
4	9	1	4	0	8	1	4	0	12	1	5	0	11	0	2	1	2	1	7	0								
5	2	0	4	0	2	0	2	0	18	1	5	0	1	0	0	0	0	0	2	0								
6	1	1	8	0	5	0	1	0	0	0	0	0	0	0	7	0	7	0	4	0								
7	4	1	5	0	3	0	13	0	2	0	0	0	1	0	7	0	7	0	1	0								
Tot	22	3	27	1	25	1	25	0	35	3	20	0	21	2	18	1	18	1	15	0								

Achievement Program Report

Bill Fassett, AP Manager

“Don’t take life so serious, son ... it ain’t nohow permanent.” Porky Pine, in Pogo, June 1950.

As I was preparing to take over the job of PNR AP manager from Jack Hamilton, I thought I needed to come up with a replacement for his signature phrase, “If you ain’t havin’ fun, you ain’t doing’ it right!” I immediately thought of my many favorite lines written by Walt Kelly, and considered “We are confronted with insurmountable obstacles.” But other NMRA regions continue to do great work with their AP programs, and they don’t have Jack, so maybe, if we don’t take ourselves too seriously, we can continue to provide one of the main benefits of NMRA membership to the modelers in the PNR.

Elsewhere in this issue of *The Switchlist*, I have written more extensively about the reorganization of the AP program, and I hope you’ll read that article. The gist of it all is this: (1) Your Division AP manager is your first stop for help with all of your Achievement Program needs and questions; (2) you may of course contact me (b.fassett@comcast.net) or our new Assistant AP Manager, Shirley Sample (shirley@busnws.com), as well; (3) if you are remotely located, we have options at the Division level for evaluating your layout for Scenery or Electrical—contact your Division AP manager; (4) the need for distance evaluation in the categories of Structures, Cars, Motive Power, Civil, or Prototype Models will be evaluated by your Division AP manager and they may make a recommendation to the Region.

Activity level

At least in my own division, the slow return to normal activity and the ability to have face-to-face meetings has seemed to create more interest on the part of members to take up again a pursuit of merit awards and AP certificates. Your Division AP managers should be out and about looking for opportunities to recognize your work if you will invite them to visit your layouts.

Awards Earned

Dale Bearden, MMR #690, 4th Division

Dale’s initial set of AP certificates were awarded in 2018. It is notable that these were for Cars, Motive Power, Structures, and Electrical. He completed his certificate for Civil in early 2019, followed by Author, and Prototype Models in 2021.

Golden Spikes—The following members have been awarded Golden Spike Awards:

Inland NW Rail Museum

Merit Awards—The following members have earned Merit Awards:

Daniel Figy—Structures (6)

Steve Hauff—Scenery

Mike McGee—Scenery

Bill Voogd—Scenery

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

Dale Bearden—Master Builder – Prototype Models

Daniel Figy—Master Builder – Structures; Model Railroad Engineer – Electrical

Jack Hamilton—Chief Dispatcher

Steve Hauff—Master Builder – Scenery

Karl Kleemen—Master Builder – Scenery

Mike McGee—Master Builder – Scenery

The PNR AP team congratulates all of these members for a job well done!

A PLUG FOR THE GOLDEN SPIKE AWARD

If you have a home layout or modules comprising at least eight square feet with scenery, you may be eligible for a Golden Spike Award if you can also:

- Display six units of rolling stock (scratchbuilt, craftsman kits, or detailed commercial kits)
- Display five structures (scratchbuilt, craftsman kits, or detailed commercial kits)
- Display three types of trackage, properly ballasted and installed on a proper roadbed—commercial trackage may be used
- Trackage must be wired for the simultaneous operation of two trains

- Display one additional electrical feature (signals, wired turnouts, lighting)

If you meet these criteria, then contact your Division AP manager or superintendent and they will work to get your qualifications verified. They will also help you determine if you should be working towards additional AP awards.

Division Reports

1st Division

Rich Pitter, Superintendent

First Division has held no meetings this past quarter, except for Zoom meetings for the convention work. We do not plan to hold mini-meets prior to the convention. It's tough and our membership suffers, but we don't have the expertise to host Zoom meetings and a quarter of our members don't have Internet access.

2nd Division

Jeff Shultz, Superintendent

Second Division has started holding monthly Zoom meets, with the first on October 16th. John Sparrows provided an update on a 100 sq ft HO scale layout that members of the Mount Hood Model Engineers are building at the Cazadero Restaurant in Estacada, Oregon, and Geoff Bunza provided a clinic on Modeling with Magnets. Geoff showed magnets as small as 1 mm in diameter, and how slightly larger ones can be used as live power transfer cables between cars in a train and how to make homemade air hoses that connect on their own, along with several other projects. If you have older open-frame motors, he showed how you can improve their performance by replacing the stock magnet, which may have lost strength since it was assembled, with modern rare earth magnets. A recording of the meet can be viewed online at <https://youtu.be/0sLgYid0mLs>. The next meet, also via Zoom, will be on November 20th at 1pm.

Second Division was also recently the recipient of a large, anonymous, donation of model railroad and electrical equipment. It is still being determined how best to distribute or sell the materials for the benefit of the Division.

3rd Division

Tom Waters, Superintendent

The 3rd Division continues to struggle through this pandemic, although some have been meeting face to face over pizza. We have been meeting over ZOOM, but few members participate. We are in the midst of holding a vote for Superintendent. Our current Secretary and Treasurer have offered to continue in their positions. Financially, we are doing ok but we were spending a considerable amount for storage of the Division property. One of our members has offered to store it at their place, eliminating the drain on our funds. We lost our arrangement with a local church for holding our Spring and Fall Meets but we have a couple of possible locations when we are again able to get together in person.

4th Division

Russ Segner, Superintendent

We just finished an actual face-to-face session. Well, not exactly a formal 4D meeting, we formally participated in the Boeing Model Railroad Club Swap Meet in Kent, Washington. We sold a great many items donated by members and supporters over the last few years. The proceeds will fill some of the holes in our income stream. It was also a great face-to-face experience with fellow members as well as an opportunity to meet the public.

Another upcoming public event will be the [Washington State Historical Society Model Train Festival](#) at the **Washington State History Museum** in Tacoma, **December 17, 2021–January 2, 2022**. Three of our modular groups will be there.

Our monthly online layout tours have been well attended. All these virtual tours are recorded and posted on our YouTube channel at 4dpr.org in our “Get Connected” section. Here’s a link to the YouTube channel: <https://www.youtube.com/c/4DPNRMovies>.

It is anticipated that none of the other regional train shows will occur later this year or even early next year. Our finances

are stable as we have substantially cut back on expenses by not renting meeting spaces. It is likely that we will open the 2022 season with a combination of virtual meetings and occasional face-to-face meetings.

David Yadock has taken on the role of AP Chair. We are extremely grateful for the many years **Jack Hamilton** devoted to this, and the large numbers of MMRs in 4D are testimony to Jack's effectiveness. Thank you, Jack!

We look forward to seeing you all in Eugene, May 11–14, 2022.

5th Division

Peter Armstrong, Superintendent

No report this quarter. For more information about the 5th Division, including the most recent issue of our newsletter, *The Goat*, please visit the Division's website: <http://pnr.nmra.org/6div/>

6th Division

Ed Molenkamp, Superintendent

No report this quarter. For more information about the 6th Division, including the most recent issue of our newsletter, *Highball!*, please visit the Division's website: <http://www.pnr5d.org/>

7th Division

John Martin, Superintendent

We conducted our Annual General Meeting (AGM) on November 18, 2021, via Zoom and I'm pleased to report that it went well. (Full disclosure: I wrote this on Nov 12th, five days before the meeting. What could possibly go wrong?)

PNR Achievement Programme Committee Chair Bill Fassett introduced himself and said a few words. Prior to the AGM, Marc Simpson gave a clinic entitled: "Getting What You Want with Resin Kits." You can read more about Marc's presentation in the 7th Division's newsletter *Bulletin Board* at:

<https://www.7divpnr.ca/sites/default/files/Bulletin%20Board/2021/BB%2035-5%20Nov-Dec%202021%20HiRes.pdf>

We are pleased to report that Victor Gilbert has been elected Superintendent of the 7th Division and we wish him a long, successful, and enjoyable term. Retired Superintendent John Martin is grateful for all the help and support he and our group have received from the PNR over the past six years. My sincere thanks to everyone.

It looks as if the highly popular Railway Modellers Meet of BC might finally be returning as an "in person" event in late May 2022. Fingers crossed at this early stage. We'll have details soon, including an announcement of the complete programme and the name of our highly regarded guest speaker. Check out <http://railwaymodellermmeetofbc.ca/>

In closing, please accept our best wishes for a very Merry Christmas and a much more normal New Year from everyone here in the 7th Division.



Partnership Program

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

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.

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: HO scale, seven car, Northern Pacific, North Coast Limited. Includes Tsunami-equipped F3A-B-B set by Athearn Genesis and seven cars by MTH. Asking \$700 CDN but am open to offers. Photos and video available on request. Doug Mayer, doug.mayer@telus.net. Revelstoke, British Columbia. 250-837-5399

FOR SALE: Three Bachmann large scale Fn3 golden age steam geared locomotives (decoder equipped); and several box cars, reefers, gondolas, and caboose. E-mail to Syd Schofield: sydrs@yahoo.com (Seattle area).

YOUR PERSONAL AD OR REQUEST FOR INFORMATION EXCHANGE COULD BE HERE!



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

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

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

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

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

Limited-Edition, HO scale freight cars available for sale/purchase through Cincinnati Division 7

We currently have two runs still in inventory:

- Virginian & Ohio 36' Wooden Boxcar Kits. Four different cars, liveries and road numbers are available
- Chesapeake & Ohio 40' USRA Single-sheathed Boxcar Kits. Four car numbers are offered, two rebuilt in 1931 (1153 and 1191) and two rebuilt in 1948 (1501 and 1505).

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

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

We are working on a new, limited-edition freight car but would like to clear the shelves of what we have remaining on-hand.

There is limited inventory remaining and once they are gone, they are gone. As such, it is suggested that anyone interested contact me first via the link on the webpage, or at car-projects@cincy-div7.org to confirm availability.

We thank you in advance for your support!

Paul Maciulewicz

NMRA; MCR; Cincinnati Division 7
Car Projects Chairman



Timetable

To add your events or activities to the Timetable, PNR Train Orders (regular member email), or to the PNR's Upcoming Events webpage, contact the Timetable Editor, Mark Johnson at timetable@pnr.nmra.org

2021

Nov 18 (Thu), Online (Zoom), All

Seventh Division PNR AGM. There will be a clinic on customizing resin car kits, presented by Marc Simpson and beginning at 7 p.m. PST. The AGM begins at 8 pm PST. For an invitation, contact 7thdivsec@gmail.com

Dec 4 (Sat), Rickreall, OR

WVMRC Annual Railroad Show and Swap Meet: Polk County Fairgrounds, 520 S. Pacific Hwy. West (Hwy 22 and Hwy 99W 10 miles west of Salem). 9:30 a.m.–2:30 p.m. Masks will be required. Over 100 tables, all scales of trains. Admission: Adults \$5, children 12 and under free, 8-ft. tables \$30 each. We try to have a large variety of trains and railroad items available to purchase; over 100 tables; (all scales of trains). The parking is free and the site is handicapped accessible. This is our 22nd show at this site and everyone has been pleased with the selection and prices. Info: Judy MacInnes, 503-581-6071, macinnej@msn.com, www.wvmrm.org

Dec 17–Jan 2, Tacoma, WA

Washington State Historical Society's 25th Annual Model Train Festival. Washington State History Museum, 1911 Pacific Ave, Tacoma, Washington. Tickets: Included with admission to museum; FREE for WSHS members; Timed tickets are required. Info: <https://www.washingtonhistory.org/exhibit/trainfestival/>

2022

Mar 12 (Sat), Portland, OR

The 35th Annual Willamette Model Railroad Club Swap Meet at the W.D. Jackson Armory, 6255 NE Cornfoot Rd., Portland, Oregon 97218. 9:30 a.m. to 3 p.m. Over 115 tables of model railroad equipment in all scales, railroad memorabilia, books, photos and more. Admission: Adults \$5, under 12 free. Free parking. Contact Information: Email: wmrcswapmeet@gmail.com, Phone: (360) 241-5908

Mar 26 (Sat), Edmonton, AB

Mainline Model Railroaders Fellowship (MMRF) Spring Swap Meet. Central Lions Senior Citizens Recreation Centre, 11113 113 St. 10 a.m.–2 p.m. Admission \$3. Info: Ric Francoeur, swapmeet@mmrf.ca Ph. 780-458-1032 www.mmrf.ab.ca

May 11–14, Eugene, OR

Make Tracks to Eugene, PNR 2022 Regional Convention. Valley River Inn. Info: <http://pnr.nmra.org/1div/Eugene2020/home.htm>

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

Pacific Northwest Region Staff

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Asst. Treasurer (US): *Position vacant; please volunteer!*

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Immediate Past President: Kurt Laidlaw, 253-495-8351, anas99@klaidlaw.net

Committee Chairs

Achievement: Bill Fassett, 509-468-4900, b.fassett@comcast.net

Ballot, USA: *Position vacant; please volunteer!*

Ballot, Canada: Richard Sutcliffe, 604-467-4301, ras1@uniserve.com

Contest: Christopher Jones, 541-824-0154, llandcij@aol.com

Convention: Larry Sebelley, 604-858-5717, sebelley@shaw.ca

Education: *Position vacant; please volunteer!*

Membership: Bob Parrish, MMR, 208-866-4601, bobparrish770@gmail.com

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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

