



The Switchlist

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

November 2022

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Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH ENGINEMEN'S DAILY REGISTER

Yard _____ 19__

| Left Round House of Home Track | SHIFT WORKED | | Arrived Round House at Home 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

5, Friday, February 7, 1982 at: Reserve
 5 AM Throttle : 0 Next Yard : St. Rose, LA
 Madore Origin : Reserve, LA
 027 Destination: St. Rose, LA
 790 Cabir: 199044

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
 Lamar Colo. Ch. 276-577-578
 (Insert Name of Railway Company)

SWITCH LIST

At _____ Station, 1-3-82

Train No. 350/p Engine No. 470/p Time 6/p M.

| CAR | Initials | No. | Contents | Destination | Consignee | Tonnage |
|-------|----------|-----|----------|-------------|-----------|---------|
| 68820 | Williams | 70 | 70 | 21 | | |
| 68262 | | 72 | 72 | 18 | | |
| 68758 | | 72 | 72 | 16 | | |
| | | 55 | 55 | 17 | | |

PRAIRIE LINE EXPERIENCE

1873 - 2023

PNR CONVENTION 2023

TACOMA, WA

SWITCH LIST OF ALL WORK TO BE DONE BY CONDUCTOR

TRAIN NO. _____ OR S3

Duplicate AT STATION

| INITIAL | NUMBER | CONTENTS | FROM |
|---------|--------|----------|------|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |

BE SAFELY
ING



GREATNORTHWEST



The Switchlist

Editor:

Greg Kujawa

406.589.6256

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

SUBSCRIPTIONS

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

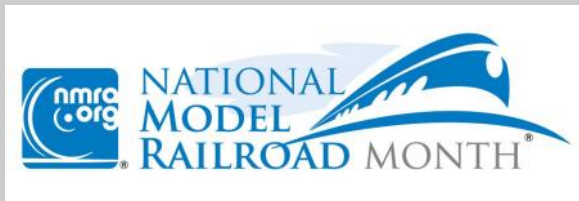
ADVERTISING

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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That Special Time of Year

Yes, it's November and, of course, that means it is National Model Railroad Month. As I write this at home in Bozeman, Montana, it's looking and feeling more like model railroad season (aka winter). The temp has already dropped to -2° F a couple of nights, so it's a great excuse to hang out in a warm train room and make slow progress on my layout.



But aside from the miniature worlds we create, there is also a bigger world out there. We have a few regional news items, announcements, and reports in this issue, so be sure to read every page of the newsletter. A few quick announcements include several changes in regional officers and program staff. Please be aware and welcome our new Vice President Richard Kürschner and Treasurer Rick Martin. As they join the leadership team, our deepest appreciation goes to outgoing VP Bob Parrish, MMR, and Treasurer Aaron Gibbens for their many years of dedicated service to the PNR.

The 4th Division also has undergone a major change with Bill Messecar, MMR, stepping forward as its new Superintendent, thus allowing Russ Segner to catch a well-deserved break after his many years of leadership and significant contributions to the 4th Division and the PNR.

Other announcements in this issue: Kurt Laidlaw provides an update on the 2023 PNR convention and Burr Stewart has received the 2022 NMRA President's Award for Service to the Division. Congratulations, Burr! We also have a couple of announcements/articles about two hobby shops located within the PNR's boundaries (p.8).

The *In Memoriam* section (p.5) lists those PNR members who have recently passed away. Rich Pitter announced the passing of Bill Bain of the 1st Division. And Bill Fassett shares a note on the passing of 5th Division member Milt Snyder. Our sincere condolences to the family and friends of all these members.

As always, please note the PNR's newest members listed on page 7. Then I encourage you to read president Jeff Herrmann's important note to us on pages 17-18.

Our feature articles begin on p.10 with the famous Boise, Nampa & Owyhee Railroad of Bob Parrish, MMR. The second feature article (p.14), submitted by Rick Martin, describes how he built a logging three-door supply boxcar.

The PNR officer, staff, and division superintendent quarterly reports begin on page 17. The PNR Interchange (p.29) has a new ad posted for Rimrock Hobbies, a brick-and-mortar train store in Billings that recently changed ownership. If you missed it, see the related announcement by Bill Fassett on page 8.

The Timetable has a number of opportunities throughout the Winter and Spring to help get us out of the house to breathe some fresh air, stretch our legs (and bank accounts), and get inspired. And, remember, it is National Model Railroad Month, so we should also be inspiring others to enjoy this great hobby!

Stay safe, happy modeling, and happy holidays!

Greg Kujawa, Editor

PNR News and Announcements

Prairie Line Experience 2023

Kurt Laidlaw, Convention Committee Co-Chair

At 3:00 p.m. on December 16, 1873, the final spike was driven on the Prairie Line Extension, and the Northern Pacific Railway officially arrived at Commencement Bay, in what was referred to as New Tacoma. From that day forward, the Northern Pacific Railway and Tacoma were linked “where the sails meet the rails” in the “City of Destiny.” One hundred fifty years later, the Pacific Northwest Region is celebrating those two events with the [Prairie Line Experience 2023](#). This is the PNR’s annual convention for 2023.

Planning for the convention continues at a steady pace. The convention website, <https://pnrtacoma2023.org>, has the convention schedule posted, along with new information on clinics and layout tours. More clinicians are committing to presentations and the layout/operations committee has identified 27 layouts to date, with more to come. They have also identified four layouts available for operation sessions on Wednesday afternoon/evening and Sunday morning. Videos of some of the layouts are available on the convention website and many more are available on the 4th Division’s YouTube channel: <https://www.youtube.com/c/4DPNRMovies>. The **Modeling with the Masters** project at the convention will involve construction of a flatcar. More information is available on the website. The clinic starts Wednesday afternoon and continues to Thursday morning. It is limited to 25 people, so if you are interested, we recommend registering early. We hope the contest room will be filled with a variety of entries and displays from across the region. Some examples from earlier contests are on display on the website’s [Contest](#) page.

Non-rail activities at the convention will be mainly self-guided tours to local attractions. One of these is the [Prairie Line Trail](#), a mile-long park filled with art and history. The trail was created by the City of Tacoma along the tracks of the retired Prairie Line. It links the waterfront, downtown, University, and Brewery Districts.

For those who might not have seen the news in various emails sent out, the price of registration increased \$10 on November 1st. This was necessary because of an increase in pricing from our online registration software company. A convention Full Fare cost of \$130 is still a bargain in today’s economy. Also, remember that Canadian members will receive a 15% discount to help defray the US/Canadian exchange rate.

The convention hotel, Comfort Inn & Suites, is under new management and work is underway to update and improve the facilities. The Host Committee meets with hotel representatives regularly to make sure the hotel is ready for this large event. The hotel has six ADA-compliant rooms, which will book out quickly. Therefore, if you need an ADA room, make your reservations directly through the hotel. The phone number and hotel reservation link are available on the convention website under the [Accommodations](#) tab. We are still working on the final banquet menu, but it will be a buffet dinner. We have a great speaker lined up for the banquet, but you will have to come to the convention to find out who it is.

If you have ideas for the convention, we want to hear from you. While the 4th Division is hosting the event, this is your convention.



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!

Burr Stewart Receives 2022 NMRA President's Award for Service to the Division

Jeff Herrmann, President

Burr Stewart, MMR from our 4th Division has been recognized with the **NMRA Presidents Award for Service to the Division**. Burr was instrumental in establishing and sustaining 4th Division's series of monthly Zoom layout tours. He has acted as host and has edited most of the presentations which are resident on 4th Division's YouTube channel which he also established. In addition, he was instrumental establishing division Zoom accounts for all of their various clinics and training the leaders of those clinics.

Burr routinely presents video productions of his beautiful HO layout, the Burlington North-ern, and is constantly seeking to help other members prepare their own video productions of their layouts. Burr is always a cheerful participant and acts proactively in making the 4th Division better for its members.

In fact, Burr's work on this is so good and comprehensive that Christina Zambri, NMRA's Marketing consultant, is using Burr's Zoom Meeting presenter training in one of her upcoming publications!



MOW Shed Kit Available

Jeff Herrmann, President

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

Send a check for \$30 per kit to:

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

Make checks payable to: Pacific Northwest Region-NMRA

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



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 2021 through October 2022

| Month Reported | Div | Last Name | First Name | City/Town | State/Province | Special Recognition |
|----------------|------|------------|------------|----------------|----------------|---------------------|
| October 2021 | 4 | James | Gary | Poulsbo | WA | |
| | 6 | Rigsby | Clyde | Edmonton | AB | |
| November 2021 | 4 | Jillard | William R | Renton | WA | |
| | 4 | Virgin | William P | Renton | WA | |
| December 2021 | 2 | Pratt | Shannon | Portland | OR | Life Member |
| | 3 | Cochran | Walter J | Richfield | ID | |
| | 6 | Wilson | Douglas R | Grande Prairie | AB | |
| January 2022 | 4 | Babinsky | Alfred | Gig Harbor | WA | |
| | 4 | Wagner | Ken | Bellingham | WA | |
| February 2022 | 6 | Pollard | Harrie B | Edmonton | AB | Life Member |
| March 2022 | 1 | Crueger | Elaine | Monroe | OR | Life Member |
| | 1 | Filomeo | David | Medford | OR | |
| | 4 | Tunnard | Robert L | Kent | WA | Life Member |
| April 2022 | None | | | | | |
| May 2022 | 6 | Fishbourne | T J | Calgary | AB | Life Member |
| | 6 | Gibb | William G | Saskatoon | SK | Life Member |
| June 2022 | None | | | | | |
| July 2022 | 4 | Cook | David | Shoreline | WA | |
| August 2022 | 6 | Hoy | Ronald J | Peace River | AB | |
| | 2 | Kay | William H | Portland | OR | Life Member |
| September 2022 | 6 | Caveny | Terry | Edmonton | AB | |
| | 5 | Edmison | Glenn | Yakima | WA | |
| | 4 | Newsom | Jim | North Bend | WA | |
| October 2022 | 4 | Cook | June A | Fairbanks | AK | Life Member |

**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

Passing of Bill Bain

Rich Pitter, 1st Division

We are saddened to report that 1st Division member William Donald (Bill) Bain passed away on July 15th. Bill was born December 2, 1937, in Albany, Oregon. He was the only son of Lyle McKinley Bain, a physician and mayor of Albany, and Dorothy Robinson Bain, a classical violinist. Bill attended Albany High School and was active in clubs and band. He played clarinet and saxophone and had a lifelong love of music, especially Jazz. He graduated from Oregon State University and served in the U.S. Navy Supply Corps. He joined the Navy Reserve, went back into active duty for a year in 1976, and continued to serve in the Reserve until his retirement. He achieved the rank of Captain.

Bill was intelligent and had a deep curiosity and love of learning. He worked as a real estate appraiser, served as County Assessor for Lane County, was elected to Newport City Council, and served as Mayor of Newport from 1990-1995. He also had expertise in building, engineering, and trains. He was a member of the National Railway Historical Society, was active with the Yaquina Pacific Railroad Historical Society in Toledo Oregon, and worked as manager of passenger services for The Goose rail excursion in Cottage Grove in the 1970s. He loved The Freedom Train, steam locomotives, and model trains, and he owned his own rail speeder car to take on excursions with friends.

Bill's full obituary is at the *Newport News-Times* website at:

https://www.newportnewstimes.com/obituaries/bill-bain/article_95f23bb2-249e-11ed-8df9-d3c590b6dca2.html



In Memory of Milt Snyder

Bill Fassett, 5th Division

Milton B. (Milt) Snyder, a member of Division 5 and the River City Modelers in Spokane, passed away on September 20 at the Rockwood Retirement Community in Spokane. Milt was 91 and had built with some others a layout at the Retirement Community, plus he remained active with the River City club. Milt's mobility was limited, and he was one of the senior members of River City Modelers for whom the club developed the ability to operate trains remotely with the assistance of a walk-around conductor, using camera cars.

Milt was trained in business and engineering at Purdue University and Indiana University and had a long career with the Reliance Electric Company. He moved from the Midwest to Spokane in 1980. He was an accomplished musician and a long-time member of the Spokane Chapter of the American Guild of Organists.

Milt's full obituary is at the *Spokesman-Review* website at: <https://www.legacy.com/us/obituaries/spokesman/name/milton-snyder-obituary?id=36680014>



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>

New PNR Members

August 2022–October 2022

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 | Bouthillier | Robert | Coos Bay | OR | 05 | Anderson | Michael | Kennewick | WA |
| 02 | Carson | Chris | Vancouver | WA | 05 | Bennett | Cory | Coulee Dam | WA |
| 02 | Lilly | John | Salem | OR | 05 | Braskich | Bruce | Hayden | ID |
| 03 | Langstaff | Geoffrey | Meridian | ID | 05 | Darr | Ted | Spokane | WA |
| 03 | Willson | Noah | Meridian | ID | 05 Hanley | Jim | Spokane | WA | |
| 04 | Deardorf | Nolan | Renton | WA | 05 | Muck | Jason | Pasco | WA |
| 04 | Hall | John | Gig Harbor | WA | 05 | Muck | David | Pasco | WA |
| 04 | Hume | Eric | Fairbanks | AK | 05 | Owen | Terry | Spokane | WA |
| 04 Wagner | Dave | Port Townsend | WA | 05 | Woodward | Nolan | Kennewick | WA | |
| 04 | Wiesemann | Scott | Seattle | WA | 07 Finley | David | New Westminster | BC | |
| 04 | Williams | Trish | Poulsbo | WA | 07 | Martin | Brent | Surrey | BC |

The Lincoln Pin Coupler

Bob Parrish, MMR, 3rd Division



The Lincoln Pin Coupler. Shown here with the inventor.
Bob Parrish photo

Big Changes at Jim's Junction Hobby Shop

Bill Fassett, 5th Division

GOOD NEWS FOR EASTERN MONTANA MODELERS – JIM'S JUNCTION IN BILLINGS WILL CONTINUE UNDER NEW MANAGEMENT AS RIMROCK HOBBIES.

Jim's Junction in Billings, Montana, began operation in 1982 and for 40 years has been the go-to brick and mortar hobby shop for many model railroaders from Bozeman to Billings. Many were concerned when its owner indicated he was heading for retirement, but we've now learned that the store will continue operation under new management as **Rimrock Hobbies**.

The new owner, Liam Dunne, is an HO-scale modeler and member of the Rimrock Model Railroad Club in Billings. He took over on October 1, and is in the process of building a new website. The store remains at 811B 16th St. W. in Billings, and can still be reached at (406) 259-5354. Rimrock Hobbies can be emailed at rimrockhobbies@aol.com.



Left: New sign being installed at former Jim's Junction. Liam Dunne photos
Right: Owner Liam Dunne with son Alec.

A Growing Model Railroad Business Within the PNR

Article and Photos by Greg Kujawa, 5th Division

If you have been in the hobby a number of years, and especially if you've purchased lost wax brass castings and other detail parts, you've probably heard of the following manufacturers or seen their pages in the Walthers catalog: Tomar Industries, Utah Pacific, Precision Scale Co., Stewart Products, and Alexander Scale Models. But did you know these five companies have been brought under the roof of one owner who is located within the Pacific Northwest Region? If you answered "Yes," then you're way ahead of me in keeping up with changes in the business side of model railroading.

LeRoy and Sharon Prantle are the proud owners of P.F. & S Railway Supply, Inc., which is located at 560 Ione Road, Pasco, Washington. P.F. & S has been a go-to hobby shop for model railroaders in eastern Washington for many years. I was planning a trip that would take me through the Tri-Cities this past August and had been strongly advised to check it out. Not



Sharon and LeRoy Prantle, owners of P.F. & S Railway Supply in Pasco, Washington.



Above: P.F. & S Railway Supply's train store, "kitbashed" from two boxcars.

Right: One of the many dedicated employees working in the other half of the business—producing brass castings and other model railroad detail parts.



being one to pass up the opportunity to visit a train store, I was impressed! LeRoy and Sharon's store is filled with locomotives, rolling stock, structure kits, scenery material, detail parts, and many other products. If you're searching for rare or vintage freight car kits, you really need to visit this place. One unique aspect about the train store that model railroaders can appreciate is that the building has been constructed from two boxcars placed parallel to each other and with a common roof built over them.

So, after that brief background, let's return to the "I didn't know that!" part of the story. LeRoy and Sharon acquired these five "subsidiary" companies over several years. This involved relocating the specialized manufacturing equipment, which required retrofitting and construction of new facilities. Sharon gave my wife Margaret and me a personal tour of the dedicated building where those products are cast, assembled, packaged, and shipped. We also got to meet the team of young employees hard at work cranking out products for our hobby.

The photos presented here are just a few random shots I took along the tour. They do not come anywhere near describing the complete process involved in manufacturing lost-wax brass castings and other detail parts along with the supporting business operations.

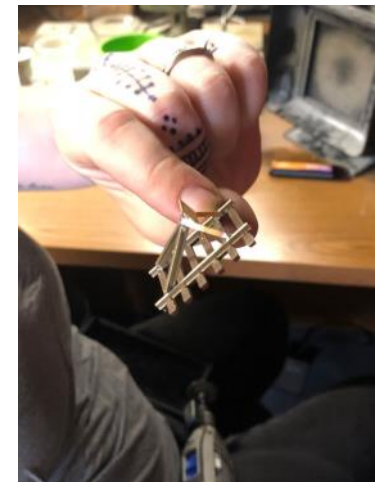
Now when I see the names Tomar, Utah Pacific, Precision Scale, Stewart Products, and Alexander Scale Models, I have a deeper appreciation for where those products come from and who is producing them. This is a great example of one of the many proverbial "Mom and Pop" businesses within the model railroading hobby.

If you haven't visited P.F. & S Railway Supply yet, it is really worth the short side trip off US 395 just north of Pasco.

P.F. & S has a Facebook page with a few photos of the train store and listing their business hours, address, and phone number at: <https://www.facebook.com/PFSRailwaySupply/>



Left: The red items are wax patterns still on "runners." These are used to make the molds in the lost-wax brass casting process.
Right: The autoclave used to melt and force the wax out of the mold, which will eventually be filled with molten brass.



Left: A few of the components used to make a Tomar Hayes track bumper.
Right: The finished product.



Here are just a few of the inventory of products available from P.F. & S Railway Supply.



Orders ready for shipment.

Features

Editor's Note: This is an ongoing series of articles featuring model railroad layouts of fellow PNR members. The [February 2022 Switchlist](#) provided an introduction to this effort plus a few guidelines for submitting articles. As you can see with the three articles that follow, we are having a positive response from members. It's an easy way to get to share and learn about each other's modeling interests across the vast distances of the Pacific Northwest Region.

Please consider contributing an article about your layout.

The Boise, Nampa & Owyhee Railroad

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

My HO scale railroad is taken from the railroad of the same name that ran around the Boise Idaho Valley from 1897 until 1914 when it was absorbed into the Oregon Shortline (a wholly owned subsidiary of the Union Pacific). The line is a combination of light steam locomotives and overhead trolley freight motor operation. Most rolling stock is of wood construction with truss rods and Westinghouse K-type braking systems.

The space for this layout is a room over a garage with dimensions of 18 x 11 feet. It is completed (is that ever true?) and fully landscaped. The track plan is a loop around the room connecting the various cities and consignees.

There are two interchange tracks where cars come onto the railroad from the outside world. Also, there is one remote siding where an industry brings some products into play.

As there are few photos available at the Idaho State Archive which show scenes of the area and include elements of the railroad, and only a brief 1913 Poor's equipment roster, great liberty was allowed and has been taken, especially in the motive power that work this line. The prototype had few of its own rolling stock as most traffic was from offsite shippers and the cars available to them at their location.

Although there were numerous towns around the valley, only three areas are in the connecting track plan: Boise, Nampa, and Meridian. There is a branch line that services a logging enterprise at Idaho City.

The railroad is operated on Easy DCC with some motive power equipped with Soundtraxx decoders. A card-type operations system of my own invention is used. Each scheduled train includes a sole location access to one or another shipping source. The two interchange tracks are only served by a single scheduled route, one steam and one electric motor. This offers a lot of transfer options between trains en-route to the various consignees. This switching system allows for any number of trains, one to five, to operate in the absence of the others and will not encounter cars missing due to failed connections or simply another train not operating. Additionally, if a train is parked at an odd location, other trains may still operate without missing connections.

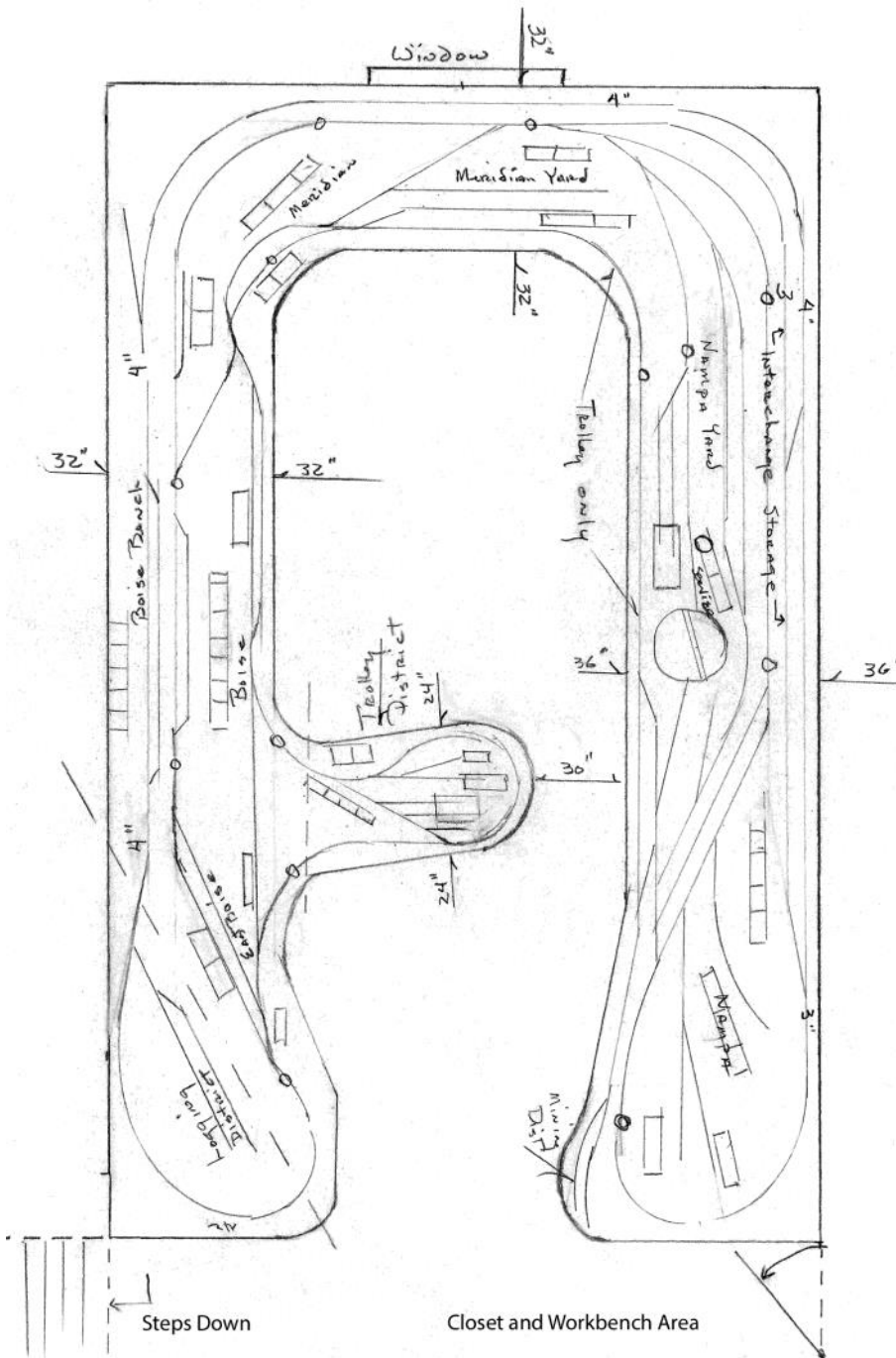
The trolley district has tight radius issues that prevent certain cars access to the trolley district and cars coming in must be transferred from steam to electric service.



A look at Nampa Yard and the interchange storage track beyond.



Engine house at Nampa. This is an old Fine Scale Miniatures structure that needed to have the roof repaired as it has been on my railroad for 40+ years. Some time ago, I used Campbell roofing material and made it look like a work in progress.



Layout at a Glance

Name: Boise, Nampa & Owyhee Railroad

Scale: HO (1:87.1)

Layout size: 14' x 22'

Theme: Proto-freelanced Boise, Nampa & Owyhee Railroad

Locale: Boise Valley in southwestern Idaho

Era: 1897-1913

Style: U-shaped dogbone loop around the room with central peninsula supporting the trolley line

Mainline run: 50–60 feet

Minimum radius: 22" main line

Minimum turnout: no. 4; 10" radius on trolley line turnouts

Maximum grade: 2-1/2%

Train length: about 8 cars, not including caboose

Benchwork: Height: 52–58"

Aisle width: minimum is 30"

Roadbed: cork over plywood

Track: code 100 handlaid with some flex track

Turnouts: Atlas and Shinohara; handlaid stub switches in Nampa Yard; handlaid single-point turnouts embedded in streets in trolley district

Scenery: plaster over aluminum window screen

Backdrop: none

Control: CVP EasyDCC

Operations: Car card system. I wrote a car card system that is non duplicating and allows any number of trains, or lengths without cars getting lost or not being on time to a transfer point

Online presence: NMRA's Members

Model Railroad Directory: <https://www.nmra.org/members/layout-directory>

Also on PNR 3rd Division website: <http://pnr.nmra.org/3div/bn&o.html>

If there are enough operators for a given ops session, a passenger trolley route will be run that connects the towns together and serves to generally get in the way as they have senior right of way to the freight.

The overhead trolley wires (shown in the photos below) are cosmetic only as the engineer/conductors of that equipment would quickly sour to putting poles up and down each time the trolley motor is reversed.

There are more consignees than shippers that are routed through the interchanges and offers something of a prototype scenario as more cars left the railroad empty than carrying loads. The traffic between the towns demonstrates a wholesale/retail relationship and most cars are assumed to be less-than-car lot (LCL). Coal comes to the town of Meridian and then is reshipped as retail to consumers around the railroad. Both steam and electric power connect to the coal retailer. Bulk coal comes into town via electric power only.

Editor's note: The NMRA 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.



Freight dock at Meridian. Always a quick stop for LCL loads and the forwarding of freight cars to connecting cities.



Main Street in Boise. This is a mix of real and imaginary structures but the names and signs on the buildings are accurate to the period.



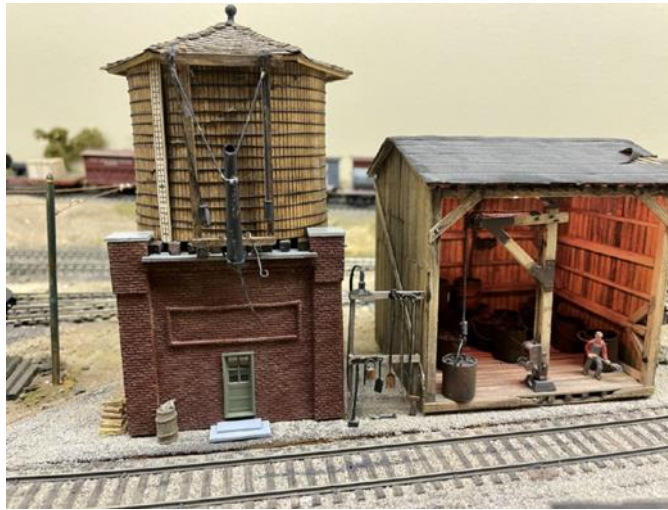
Trolley shed in Boise. There is a constant labor friction as the main line hires from the local union hall but the trolley is operated by non-union people.



Small street scene in Boise. My choice of time setting does not allow for much animation. This barber pole has an operating spiral cylinder inside the glass tube. The base is made from an Evergreen Models glass bottle gas pump.



First Street in Nampa. There is a lot going on here as all switching is done at street grade level so freight loads cannot foul the street crossings.



Coal and water facility in Nampa. The coal shed was built from a photo and plans in a mid 1950s story in *Model Railroader*. The water tank is a scratchbuilt, *imagined* structure using scribed lumber for the tank and laser cut basswood from Monster Model Works.



The Coal yard in Meridian. This is a switching hot spot and sees a lot of wholesale and retail traffic.



Boise and the trolley district. Only limited rolling stock is allowed here due to 11-inch radius curves and turnouts. More on the operations of the trolley district in a follow-up story.

Logging Three-Door Supply Boxcar

Article and photos by Rick Martin, 5th Division

When I decided to have a simple logging line included in my new layout 15 years ago, I didn't think about the cars needed to support the loggers. Well fast forward to current times and I have made strides to have a logging camp on my HO scale GCSJ Logging Co. line. Camp One is currently under construction with scenic details yet to be completed. But that has not stopped me from developing scenery details and buildings that will occupy the camp and other places on and off the line. Camp One will provide overnight beds with a mess hall.

Recently I came across an article that presented a not well known supply freight car for a logging line. I read the article and it made me think; "Do I need one of those too?" Well it didn't take long for the answer to be YES!! Next, I gave it more thought about my logging line and what its needs might be. My GCSJ line is only one camp on the layout but it does have a line that goes off to Camp Two which is beyond the layout limits. I didn't think the line needed a big freight car so I started drawing a 42-foot-long three-door car.

A reason the car would exist for my logging company is known only to management. The era of my layout is transition period; late 1940s to early 50s. So the rationale for the car is to modify a current steel freight car to allow it to function solely for the logging line. So a plan for the three-door car was started. I began by drawing a plan to show the location of the doors that would allow me to start cutting. I rummaged through my material supply in the layout room and came up with an assortment of materials.

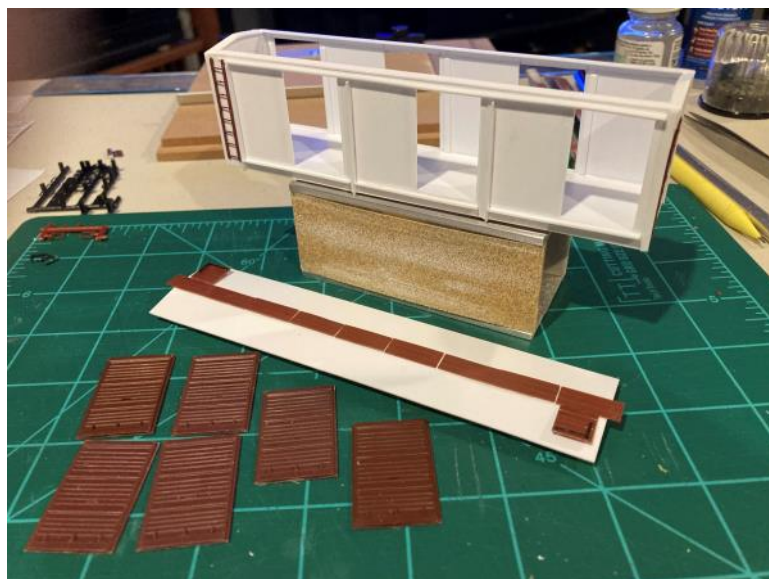
The first thing to create is the base frame. The logging company decided to use an old flat car that had a wood frame base. My choice for this was a 10x12 frame with 6x10 longitudinal members for adequate structural support. Kappler Mill & Lumber Co. scale wood was used: 10"x12" (#KP1186) and 6"x10" (#KP1167). Four longitudinal members were placed between the outside frame. I was careful to locate the longitudinal members spaced equally across the bottom. I should add here that keeping the frame square is very important as it affects the yet to be added side and roof materials.

Next, I had to think what to use for the floor, sides, and roof. My material supplies came in handy as I had plain sheet styrene to use. I decided on Evergreen Scale Models styrene, 0.030" (#9030), for all three. With X-ACTO knife in hand, I started to cut. For newbies to styrene construction, I recommend careful measuring for each part. I tend to "over provide" by a very small amount and then file down to be flush at the corners and other key locations. In this project, this generally applies to the floor and ends. Of course, if you are one who can do it right the first time, so much the better. For me, I have learned from past projects that my measuring and cutting doesn't always end up as needed. So I cut and file.

So now I have the floor, sides, and ends cut to size for assembly. As I was planning the size and location of the doors, I had to think how I would install the doors. My materials supply provided me with steel doors for the car. But, oh no, how would the doors slide? Given that I decided to go with available supplies on hand, I had to come up with guide tracks for the doors to slide. To the rescue was my supply of Evergreen styrene 0.080" channel (#262) that works better than expected. I made sure the doors were filed to be free of rough edges that will allow them to slide as needed. Then I had to see how to locate the guides, top and bottom, for the doors. This was not simple, but it was easier than I thought. Across the top I placed a continuous guide. For the bottom guide, I provided the length needed for the door to open for use. Given this was a logging line freight car, the builders decided to make sure the doors would not slide too far when open. So I added Evergreen styrene 0.100" angle (#293) as door stops. And since the sides are also steel, the angles can be considered as structural members for the sides. I also added the same angle on all four corners for structural support.

At this point it was time to paint. Since I had aerosol spray paint in various colors, I decided not to fire up the airbrush. I chose a "Walnut" color that represents the logging industry the best. I did not paint the doors since they are already a good steel-like color. But before the paint was applied, I needed to complete the roof.

The running board is not your typical single piece of material that you might see on other freight cars. They are "wood-



This shows the assembled pieces with the doors to be used.

like” lengths, about six scale feet long, that I had to carefully drill holes along the roof centerline to install them in a straight line. I carefully measured the stubs on a piece and then laid out the pattern on a piece of paper to make sure it worked. Once that was done, I made a hole at each stub location that would allow me to transfer that to the roof line. The roof is one piece of styrene since I didn’t think I could easily make two pieces fit well. So I measured the needed length and width and then I used my knife to create a slight cut along the length of the roof, being careful not to cut through. This allowed me to slightly bend the roof to the desired slope. I could then use my pattern to mark where to drill the needed holes for the running board pieces. With the running board installed, I added a web piece at each end underneath at the same angle the same as the end wall angle at it’s top.

OK, so now I wanted to add some exterior details before I painted. Ladders, et al, were added. Now I painted.

The last major effort was the underframe details. Here again I had available brake parts to be used. What I decided to use was a Cal-Scale AB brake system. This effort is extremely tedious and time consuming. But the final result adds much to the detail for the final car. I used brass wire to represent the brake lines. The train line is 1-1/2” pipe that is modeled using 0.019” brass wire. The 1” pipe is 0.012” brass wire. Running this wire makes it look like the real thing. If you choose to not do this step, that’s ok. Like some very old Athearn “blue box” cars, you can just add the major brake parts and call it good. I chose to go the extra mile on this one because I like the challenge.

Lastly, I needed to add weights to the car and located them at each end of the car. This will give the car the proper balance needed to move down the rails. While not fully decided, I think I may add some interior



Here is a side view of the car with doors inserted.



Another view from the end.



Here is the final car with interior supplies, crates, barrels, etc. added. It is sitting on the logging branch line to the Camp.

details near the center so as not to expose the weights. This is where I need to rummage through my supply storage to see what proper interior details I can add. Maybe some boxes, crates and the like will be adequate. The use of this car will be limited since it only supplies the logging camps. Likely it will run between the camps and my small town’s general supply warehouse. On my Sierra Cascade & Northern Railway, the town is Lizzy Valley and is across the layout room from the camp location. The future of this car is yet to be realized for action on the layout has yet to run serious operations. Stay tuned as maybe that will be a future article.

Editor’s note: The NMRA 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.



NMRA Partnership Program

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

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

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, President

At the time of this writing, I have just returned from the fall Spokane Train Show put on by the River City Modelers Train Club (of which I am also a member). I haven't seen the final numbers yet but my casual observation is that it was a great success and the numbers are back to our traditional "pre-COVID" expectations! I think this is a great sign for our hobby. I had a modest table to sell some "old stuff" and took the time to chat with many people I didn't know. I especially took interest in families that had their kids along. As you would expect, I usually pivoted the conversation to NMRA membership and the benefits of being part of our association—sharing the excitement of model railroading!



I let them know "I think that Model Railroading is the greatest hobby in the world."

I also told folks who were interested that through the years my interests and skill levels in model railroading have grown. I have come to realize that this hobby has something for almost everyone: history buffs, model builders, electrical tinkerers, folks who enjoy woodworking and the comradery of people who enjoy re-creating scale miniatures of prototypes or fantasy railroads. During my nearly 25 years of NMRA membership, I developed a strong appreciation for the positive influence NMRA has brought to our hobby; especially in the areas of standards, product conformity, and modeling techniques. But most importantly, I have come to value the friendships I have made along the way—friendships that would not have occurred without NMRA participation. Friendships that also help improve my modeling skills!

Promoting the hobby and maintaining and growing our membership in NMRA is (should be) everyone's job!

Throughout the coming year, I will be working alongside our Division Superintendents to build a membership assimilation and retention plan for each of our divisions. It pains me that NMRA membership has been on a steady decline for more than 40 years. Each year a large percentage of "first time" memberships and Rail Pass memberships are not renewed. Far too often, new members are left to their own devices to figure out simple stuff, including how to get involved or how to get help needed with their modeling. Surveys have told us that the most frequent reason given by those who did not continue is "nobody ever contacted me or made me feel welcome into the organization." The time, effort, and funding involved in recruiting is lost and a very bad reputation is created just because we have no effective follow-up action plan. This is especially true when the recruiter is not of the same division or sub-division as the new member. The assignment of a "mentor," "big brother," or "PATHFINDER" for new members is critical to establishing the bonds essential to the continued relationship that leads to engagement and continued affiliation with the Association.

Sending emails and generic electronic invitations to events and activities is not an effective means of contact; or what I am talking about here. We need to achieve a "personal connection" between every member and the Association.

We are not trying to contract with individuals for some level of service, but rather we are trying to create a personal relationship that has, at its heart, our mutual enjoyment of the great hobby of model railroading!

Suffice it to say that they won't care about us unless they know we care about them.

Here is an overview of our action plan for each Division:

1. No new member that is directly recruited (brought onboard by a current member) is allowed to fall into the black hole. Whoever recruits the person (regardless of their home Division) must collect the necessary information (address, email, phone, scale, and interest) which is, in turn, reported to the appropriate Division Superintendent immediately.
2. For those who self-recruit (apply online or by mail to national), as soon as information is received from national, it is passed to the Division Superintendent for action. Typically, this information is first received by the PNR Office Manager and passed on to the Division Superintendent. This must be the first action taken each time a revised membership file is received from HQ.
3. Every new member is assigned a "Pathfinder" by the Division to assist them in making the most of the benefits of membership and becoming as fully engaged in the Division as possible.
4. Strong invitations (as opposed to simple notifications) to upcoming activities and events are made to the new member with an RSVP inclusion. A personal contact (phone call or text message) to the new member by the

“Pathfinder” is a much better approach to invitations than generic emailed invitations alone. The intent is to pull the member into the fold, not just let them find the way on their own.

5. For at least the first six months, the Division Superintendent makes a personal contact each month with the member to make sure things are going well and to ask if any additional assistance is required. After about six months of direct involvement, a member should no longer be “new” but a functioning part of the Division/Subdivision.
6. Three months prior to expiration of membership, the Membership chair or the Division Superintendent should send a message to remind the member to re-up. This is not the time to ask why they are not continuing. We should already know if we have dropped the ball.
7. Any 30-day overdue should receive a message from the Region Vice President with a gentle inquiry why the member elected to cease membership.

The key to getting new members engaged is to get them matched up with a “Pathfinder” who is committed to the process and is willing to put in the time it takes to make the new member feel welcome.

Qualities we are looking for in a “Pathfinder:”

- Enthusiastic about what NMRA offers modelers.
- An active user of the benefits package.
- Good communication skills, including being a good listener
- Willing to follow the Division’s plan for engaging new members
- Willing to make regular contact with the new member at least monthly and track the new member’s engagement activities
- Willing to get the new member involved through a hands-on approach, such as to personally pick them up and bring them to an event or activity
- Willing to report monthly on progress to the Division Superintendent and/or Membership Chair

Is becoming a “Pathfinder” something you would be interested in? If so, please contact your Division Superintendent or Membership Chair. We will give you an orientation and some simple tools to use that will assure success. The future of our Association may depend on it.

From the Fireman’s Side of the Cab

Richard Kürschner, Vice President

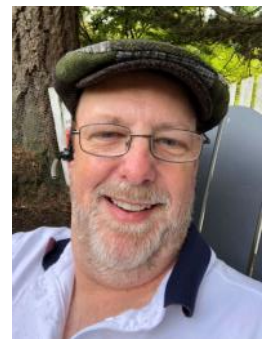
Hello! I'm Richard Kurschner, your new Region Vice President. I'm looking forward to an exciting journey with all of you.

The PNR VP position has two duties. First, as outgoing VP Bob Parrish put it, is “don’t let the president die.”

So my first act will be to wrap Jeff in bubble-wrap. The other duty is to be the Divisions’ membership secretary. While that job includes sending out emails to new and expiring members, far more important in my mind is to leverage you. Most members will never meet me in person, but they will meet you. At your division meets, make sure that you go and introduce yourself to the people you've never seen before. Talk to them. Find out what they are doing with their hobby. Share your interests. If nothing else, start with “What's your scale?” I assure you that you will make a world of difference in their membership if you do. Heck, if Dave hadn't struck up a conversation with me at my first meeting, I kinda doubt I'd still be here.

Finally, I'd like to say thank you to Bob Parrish for the great job he’s done over the last several years as Vice President. I count him as a friend and a mentor, and I know we are better off today because of Bob’s efforts. I hope I can do half as well during my term.

Talk with you on the next trip!



Treasurer's Report

Rick Martin

Greetings fellow Region members. The financials that follow are intended to show you the activity in the region. The reports are from the accounting software used over the past several years but is now over three years old and cannot be updated. As communicated with the Region Board, a new way of tracking and reporting the Region's finances is in the works. A main reason is that a new finance institution has been selected and the finances are currently in a state of transition and updating. Our board has approved this change which will allow future treasurers and other region officers to track and report the status. Should any member have questions, you may contact me at my published email address.

12:51 PM
11/01/22
Cash Basis

Pacific Northwest Region - National Model Railroad Assn Balance Sheet Prev Year Comparison As of November 1, 2022

| | Nov 1, 22 | Nov 1, 21 | Change | % Change |
|---------------------------------------|------------------|------------------|-------------------|---------------|
| ASSETS | | | | |
| Current Assets | | | | |
| Checking/Savings | | | | |
| Envision Checking | 3,304.16 | 3,394.92 | -90.76 | -2.7% |
| Envision Savings | 30.59 | 30.59 | 0.00 | 0.0% |
| Envision Term Account | 7,822.83 | 7,822.83 | 0.00 | 0.0% |
| Key Bank Checking | 0.00 | 1,415.36 | -1,415.36 | -100.0% |
| Pacific Northwest Region-NMRA | 3,164.83 | 0.00 | 3,164.83 | 100.0% |
| Total Checking/Savings | 14,322.41 | 12,663.70 | 1,658.71 | 13.1% |
| Other Current Assets | | | | |
| Convention Loans Receivable | 15.20 | 15.20 | 0.00 | 0.0% |
| Investment Accounts | | | | |
| Cetera - PNR-NMRA | | | | |
| Additions - Cetera 1 | 1,170.61 | 1,170.61 | 0.00 | 0.0% |
| Distributions - Cetera 1 | -10,050.00 | -3,050.00 | -7,000.00 | -229.5% |
| Opening Balance - Cetera 1 | 20,446.23 | 20,446.23 | 0.00 | 0.0% |
| UGL - Cetera 1 | -1,416.63 | -962.57 | -454.06 | -47.2% |
| Cetera - PNR-NMRA - Other | 290.69 | 2,289.08 | -1,998.39 | -87.3% |
| Total Cetera - PNR-NMRA | 10,440.90 | 19,893.35 | -9,452.45 | -47.5% |
| Cetera - PNR-NMRA #2 | | | | |
| Additions - Cetera 2 | 668.62 | 668.62 | 0.00 | 0.0% |
| Distributions - Cetera 2 | -3,050.00 | -3,050.00 | 0.00 | 0.0% |
| Opening Balance - Cetera 2 | 12,179.06 | 12,179.06 | 0.00 | 0.0% |
| UGL - Cetera 2 | 1,655.89 | -12.86 | 1,668.75 | 12,976.3% |
| Cetera - PNR-NMRA #2 - Ot... | -1,933.19 | 906.72 | -2,839.91 | -313.2% |
| Total Cetera - PNR-NMRA #2 | 9,520.38 | 10,691.54 | -1,171.16 | -11.0% |
| Total Investment Accounts | 19,961.28 | 30,584.89 | -10,623.61 | -34.7% |
| Total Other Current Assets | 19,976.48 | 30,600.09 | -10,623.61 | -34.7% |
| Total Current Assets | 34,298.89 | 43,263.79 | -8,964.90 | -20.7% |
| TOTAL ASSETS | 34,298.89 | 43,263.79 | -8,964.90 | -20.7% |
| LIABILITIES & EQUITY | | | | |
| Equity | | | | |
| Investment Equity Change | -1,212.12 | 658.12 | -1,870.24 | -284.2% |
| Opening Balance Equity | 53,965.94 | 53,965.94 | 0.00 | 0.0% |
| Retained Earnings | -12,871.80 | -11,047.66 | -1,824.14 | -16.5% |
| Net Income | -5,583.13 | -312.61 | -5,270.52 | -1,686.0% |
| Total Equity | 34,298.89 | 43,263.79 | -8,964.90 | -20.7% |
| TOTAL LIABILITIES & EQUITY | 34,298.89 | 43,263.79 | -8,964.90 | -20.7% |

Pacific Northwest Region - National Model Railroad Assn
Profit & Loss Prev Year Comparison
January 1 through November 1, 2022

| | Jan 1 - Nov 1, 22 | Jan 1 - Nov 1, 21 | Change | % Change |
|--|-------------------|-------------------|------------------|------------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Investment Income | | | | |
| Dividends Received | 86.22 | 321.43 | -235.21 | -73.2% |
| Interest Received | 0.00 | 127.84 | -127.84 | -100.0% |
| Investment Income - Other | 69.09 | 0.00 | 69.09 | 100.0% |
| Total Investment Income | 155.31 | 449.27 | -293.96 | -65.4% |
| NMRA Dues Allotment | 855.00 | 1,690.00 | -835.00 | -49.4% |
| Total Income | 1,010.31 | 2,139.27 | -1,128.96 | -52.8% |
| Expense | | | | |
| Awards | | | | |
| President's Award | 160.36 | 85.90 | 74.46 | 86.7% |
| Total Awards | 160.36 | 85.90 | 74.46 | 86.7% |
| Committee and Program Expense | | | | |
| Achievement Program Expense | 1,399.64 | 0.00 | 1,399.64 | 100.0% |
| Convention Committee Expense | 314.19 | 0.00 | 314.19 | 100.0% |
| Committee and Program Expense - O... | 213.62 | 0.00 | 213.62 | 100.0% |
| Total Committee and Program Expense | 1,927.45 | 0.00 | 1,927.45 | 100.0% |
| Convention Expense | 1,009.64 | 0.00 | 1,009.64 | 100.0% |
| Division Expense | | | | |
| Division Dues Allocation | 1,712.00 | 853.00 | 859.00 | 100.7% |
| Division Support | 2,637.00 | 1,355.00 | 1,282.00 | 94.6% |
| Total Division Expense | 4,349.00 | 2,208.00 | 2,141.00 | 97.0% |
| Financial Institution Fees | | | | |
| Bank Fees | 0.00 | 15.00 | -15.00 | -100.0% |
| Total Financial Institution Fees | 0.00 | 15.00 | -15.00 | -100.0% |
| Internet Services | 240.66 | 85.98 | 154.68 | 179.9% |
| Licenses and Registration | 20.00 | 10.00 | 10.00 | 100.0% |
| Office Expense | | | | |
| Postage & Shipping | 148.69 | 47.00 | 101.69 | 216.4% |
| Office Expense - Other | 36.94 | 0.00 | 36.94 | 100.0% |
| Total Office Expense | 185.63 | 47.00 | 138.63 | 295.0% |
| Officer Expense | | | | |
| President Expense | 153.18 | 0.00 | 153.18 | 100.0% |
| Total Officer Expense | 153.18 | 0.00 | 153.18 | 100.0% |
| Uncategorized Expenses | -1,452.48 | 0.00 | -1,452.48 | -100.0% |
| Total Expense | 6,593.44 | 2,451.88 | 4,141.56 | 168.9% |
| Net Ordinary Income | -5,583.13 | -312.61 | -5,270.52 | -1,686.0% |
| Net Income | <u>-5,583.13</u> | <u>-312.61</u> | <u>-5,270.52</u> | <u>-1,686.0%</u> |

Office Manager's Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of October 2021 through October 2022.

You can see by looking at the figures below what's happening with the membership of the Region. Our membership continued with a decline during this last year with a net loss of 54 members. We did, however, bring in 104 new members during this period, of which 23 were Rail Passes and several were Family members and Student members. Unfortunately, we did lose 20 members to death during this period. Please refer to the list of deceased members in the In Memoriam section of the newsletter on page 5.

Remember —Membership retention is the job of every member!!

Much of this report (Tables 1 through 4) centers on the relationship when individuals come on board as a new member and the time they go on the 30-60-day Past Due Reports. Look at the tables to see how your division is performing.

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

| Div | Oct-21 | | Nov-21 | | Dec-21 | | Jan-22 | | Feb-22 | | Mar-22 | | Apr-22 | | May-22 | | Jun-22 | | Jul-22 | | Aug-22 | | Sep-22 | | Oct-22 | | Net +/- over year Oct-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 | 84 | 0 | 83 | 0 | 84 | 0 | 83 | 0 | 83 | 1 | 83 | 1 | 83 | 1 | 81 | 1 | 82 | 1 | 82 | 1 | 82 | 1 | 83 | 1 | 79 | 1 | -5 |
| 2 | 121 | 2 | 119 | 2 | 117 | 2 | 116 | 2 | 116 | 2 | 116 | 1 | 119 | 1 | 120 | 2 | 118 | 2 | 118 | 2 | 117 | 1 | 119 | 1 | 119 | 1 | -2 |
| 3 | 73 | 2 | 72 | 2 | 70 | 1 | 67 | 1 | 67 | 1 | 65 | 1 | 66 | 1 | 66 | 1 | 65 | 1 | 64 | 1 | 66 | 1 | 67 | 0 | 64 | 0 | -9 |
| 4 | 446 | 8 | 449 | 10 | 456 | 9 | 457 | 8 | 456 | 7 | 452 | 7 | 453 | 7 | 449 | 7 | 449 | 10 | 447 | 11 | 443 | 10 | 434 | 11 | 435 | 10 | -11 |
| 5 | 201 | 5 | 201 | 4 | 203 | 5 | 207 | 5 | 207 | 5 | 209 | 6 | 207 | 4 | 203 | 4 | 203 | 5 | 200 | 0 | 200 | 6 | 197 | 6 | 200 | 6 | -1 |
| 6 | 213 | 0 | 209 | 0 | 205 | 0 | 208 | 0 | 212 | 0 | 208 | 0 | 204 | 0 | 203 | 1 | 202 | 0 | 204 | 1 | 207 | 1 | 203 | 1 | 199 | 1 | -14 |
| 7 | 282 | 2 | 279 | 1 | 269 | 1 | 264 | 0 | 267 | 0 | 269 | 0 | 274 | 0 | 268 | 0 | 273 | 0 | 275 | 0 | 274 | 1 | 273 | 1 | 270 | 1 | -12 |
| Tot | 1420 | 19 | 1410 | 19 | 1404 | 18 | 1402 | 16 | 1408 | 16 | 1400 | 17 | 1402 | 14 | 1390 | 16 | 1392 | 19 | 1390 | 16 | 1389 | 21 | 1376 | 21 | 1366 | 20 | -54 |

Table 2. New members showing Rail Pass portion by Division

| Div | Oct-21 | | Nov-21 | | Dec-21 | | Jan-22 | | Feb-22 | | Mar-22 | | Apr-22 | | May-22 | | Jun-22 | | Jul-22 | | Aug-22 | | Sep-22 | | Oct-22 | | 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 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 |
| 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 1 |
| 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 1 |
| 4 | 2 | 1 | 4 | 2 | 3 | 2 | 4 | 0 | 4 | 0 | 1 | 0 | 4 | 1 | 2 | 1 | 5 | 2 | 2 | 1 | 1 | 0 | 3 | 1 | 2 | 0 | 37 | 11 |
| 5 | 3 | 1 | 1 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 4 | 1 | 3 | 1 | 2 | 1 | 1 | 0 | 6 | 0 | 31 | 8 |
| 6 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| 7 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 0 |
| Tot | 7 | 2 | 8 | 3 | 8 | 3 | 9 | 1 | 10 | 1 | 7 | 2 | 11 | 1 | 4 | 3 | 13 | 3 | 6 | 2 | 7 | 1 | 6 | 1 | 9 | 0 | 104 | 23 |

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

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

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

| Div | Oct-21 | | Nov-21 | | Dec-21 | | Jan-22 | | Feb-22 | | Mar-22 | | Apr-22 | | May-22 | | Jun-22 | | Jul-22 | | Aug-22 | | Sep-22 | | Oct-22 | |
|------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 2 | 1 | 0 | 1 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 |
| 3 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 4 | 5 | 0 | 3 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 3 | 0 | 5 | 0 | 4 | 1 | 5 | 0 | 9 | 0 | 4 | 0 | 12 | 0 | 5 | 0 |
| 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 5 | 1 | 3 | 1 | 5 | 0 | 3 | 0 | 5 | 0 | 3 | 0 | 4 | 0 |
| 6 | 0 | 0 | 8 | 0 | 6 | 0 | 5 | 0 | 1 | 0 | 11 | 0 | 5 | 0 | 4 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 |
| 7 | 1 | 1 | 2 | 0 | 6 | 1 | 12 | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 |
| Tot | 10 | 2 | 15 | 0 | 19 | 3 | 25 | 2 | 15 | 0 | 18 | 0 | 21 | 1 | 14 | 2 | 20 | 0 | 16 | 0 | 12 | 0 | 21 | 1 | 17 | 0 |

Achievement Program Report

Bill Fassett, AP Manager

Frank Koch, the NMRA's national Achievement Program Manager, recently noted that 2022 is likely to be the year with the greatest member participation in the AP Program. The PNR AP Team has contributed significantly to this outcome. From October 1, 2021, through October, 2022, the PNR has issued 111 AP certificates and recognized two MMRs.

Featured Category: AP Certificate for Model Railroad Engineer – Civil

Recent Changes

The most significant change in the requirements for Model Railroad Engineer – Civil has been to eliminate numeric scor-

ing when evaluating three required scratch-built track features. Merit awards for scratchbuilt turnouts and the like now are simply a check-off: (1) does a self-powered locomotive successfully traverse the track section; (2) does the track section conform to NMRA standards using the NMRA track gauge; and (3) are the frog and points scratchbuilt? Each merit award requires two evaluators.

Key Elements

- The Model Railroad Engineer – Civil award recognizes the ability to DEVELOP a TRACK PLAN identifying size, scale, elevations, curve radii, and turnout sizes for a layout that includes the following:
- Minimum facilities on the layout:
 - Terminal facilities for handling freight and/or passenger cars
 - Facilities for storage and service of motive power
 - A minimum of one mainline passing siding
 - A minimum of four switching locations (exclusive of yards, interchanges, wyes, and reversing loops)
 - Provisions for turning motive power (except in switchback roads, trolleys)
 - Provision for simultaneous operation of at least two mainline trains in either direction.
- Building a SECTION of the plan. The entire layout does not have to be built, but the applicant must construct a completed section that contains the trackwork described above: 25 linear feet in Z, N, or TT; 50 feet in HO or S; 75 feet in O; and 100 feet in G or #1. The trackwork must include appropriate ballast, drainage facilities, and roadbed profile.
- Construct and demonstrate operation of six features out of a list of 20 choices, such as passing siding, spur, crossover, reversing loop, wye, simple ladder, compound ladder, turntable, super elevation, grade elevation.
- Merit Awards must be received for three scratchbuilt features: choices are: turnout (point and/or stub); crossover; double crossover; single and/or double slip switch; crossing, gauntlet track and/or turnout; dual gauge turnout; gauge separation turnout; double junction turnout; three-way and/or multi-way turnout; spring switch; or operating switch in overhead wire. As noted above, these are no longer evaluated on a point-basis, but only whether they operate and meet NMRA track standards.



An AT&SF "Prairie" No. 1010 negotiates hand-laid trackage on George Fuchs's layout in Hermiston, Oregon, demonstrating one of the necessary features for a Merit Award in the Civil category.

Relationship to Electrical

Many of the elements required for Civil are also elements for Electrical. Note that while Civil recognizes the ability to plan and build the trackage for a layout, Electrical focuses on how to wire a working layout. So ask your Division AP manager about the requirements for Electrical when you are being evaluated for Civil.

Paperwork Reduction

- The track plan must be shown to on-site evaluators but is not necessarily forwarded to the PNR AP Manager.

Do Your Own Pre-Evaluation

- The Merit Award Evaluation form for Civil is available at: <https://www.nmra.org/sites/default/files/education/achievement/pdf/2019-apr-eval-civil.pdf>
- The Statement of Qualifications form for Civil is available at: <https://www.nmra.org/sites/default/files/education/achievement/pdf/2019-apr-soq-civil.pdf>

Awards Earned Since the Last *Switchlist*

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

Gary Raabe

Merit Awards—The following members have earned Merit Awards:

John Bilahorka—Structures (2)

Dave Clune—Motive Power (2)

Timothy Horton—Cars (4)

Robert Jekel—Cars (3), Scenery, Structures (3), Civil (3)

Warren Smith—Structures (2)

Richard St. Clair—Structures (9)

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

John Bilahorka—Association Volunteer

Dave Clune—Master Builder – Motive Power

Leonard Cope—Association Volunteer

Aaron Gibbens—Association Official

Gary Hammond—Association Volunteer

Jeffrie Herrmann—Model Railroad Author; Association Official

Timothy Horton—Master Builder – Cars

Robert Jekel—Association Official; Association Volunteer; Master Builder – Scenery; Master Builder – Structures;
Model Railroad Engineer – Civil; Model Railroad Engineer – Electrical

Lee Marsh—Chief Dispatcher

Phillip Miller—Association Official; Association Volunteer

Greg Noyce—Association Volunteer

Gary Raabe—Association Volunteer

Bob Wojcikowski—Association Volunteer

The AP Team congratulates all of these superior model railroaders!

Selected Pictures

For this report, I've selected a picture from the Tri-City Model Railroad Club in Kennewick, Washington. The club is building an HO-scale replica of the prototype: the Pasco-Kennewick-Richland area railroad operations “the day before the BN merger.” This grain elevator loading boom is located on the Columbia River at Pasco, and the Merit Award winning model was scratchbuilt by John Bilahorka. It is awaiting placement on the layout along with other structures.



Division Reports

1st Division

Rich Pitter, Superintendent

First Division held its first Mini-Meet in three years in October. After the meeting, a Board Meeting was held. The next Mini-Meet will be in the division's northwest corner, in Toledo, sometime next spring after the PNR Convention. Alan Holzapfel and the Yaquina Pacific Railroad Historical Society will host the meeting.

2nd Division

Jeff Shultz, Superintendent

Second Division is continuing to hold monthly meets at the Wilsonville Public Library in Wilsonville, Oregon, just off I-5. October was skipped due to conflicts, but the next meet will be November 19th beginning at 1:30 p.m. Robert Leatha will be making a presentation about building the helix on his layout and Bill Decker will both present on his layout and then open his layout for visitors after the meet. There will be no meet in December, but 2nd Division will have two tables at the Willamette Valley Model Railroad Museum Swap Meet in Rickreall, Oregon, on December 3rd starting at 9 a.m. We've received a large anonymous donation of model railroad equipment (including many in-box items that have probably not been run) and electronics that will be available for sale.

3rd Division

Shelley Shelstad, Superintendent

The 3rd Division is alive and well. We just held our first in-person Fall Meet since 2019 and it was great to see everyone. We have found a new home for our annual Spring- and Fall- Meets at the local Grange Hall. In addition to general fellowship, our Fall Meet activities included model displays, AP judging, a silent auction, and, after a group lunch at a local restaurant, a tour of a local layout. The Fall Meet was attended by approximately one third of our active membership.

As we move forward towards 2023, we have begun planning our Spring Meet—we are exploring upgrading from a half-day to a longer, full-day event.

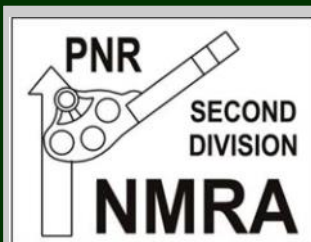
We wish everyone happy holidays and a great “winter modeling season.”

4th Division

Bill Messecar, MMR, Superintendent

First, I'd like to introduce myself to you as the newly elected Superintendent of the 4th Division. I've been a model railroader most of my life and an NMRA member since attending the NMRA National Convention at Long Beach in 1996. We had a very successful start to the fall season with three of our modular groups active in several shows in October. Our virtual layout tours are held every month (except November) and proving very popular. We have over 2,000 subscribers to our YouTube channel. They are hosted by Burr Stewart and Lee Marsh, both well-known modelers in the area. We've been holding them for the past 30 months and they can all be found on our YouTube channel by typing in 4DPNR or clicking [4dprn.com](https://www.youtube.com/channel/UCWMrJ-wg0pHqoke3px4F66g).

The Boeing Swap meet will be held at Kent Commons in Kent, Washington, on Saturday November 12 from 9:30 a.m. to 4 p.m. We'll be there selling donated items in support of 4D and promoting the NMRA and the PNR Convention here



2nd Division Meets Online

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

next spring. Most of the modular groups will be participating in the Christmas show at the Washington State History Museum in Tacoma from December 16 to January 1, 2023, with only Christmas Eve and Christmas day off. Special thanks to Kurt Laidlaw and Jack Hamilton for all their work for the 4th Division in hosting the PNR convention in May 2023 in Tacoma. Hope I'll get a chance to meet you there.

5th Division

Peter Armstrong, Superintendent

Please see the 5th Division Superintendent's Page for October, 2022: http://www.pnr5d.org/index_Page347.htm

6th Division

Ed Molenkamp, Superintendent

Greetings from the 6th Division. The Division is getting quite active again, which is nice to see and, with the announcements of our Spring Shows/Meets, we have something to look forward to. A full list should be up soon in the Upcoming Events page on the PNR website.

Richard Astle has been appointed as the new 6th Division Assistant Superintendent. Welcome aboard Richard. Peter Ulvestad has moved into the Convention Coordinator role.

7th Division

Victor Gilbert, Superintendent

Most of British Columbia's public health orders around COVID and its variants have been rescinded. Events are taking place again.

7th Division Annual General Meeting

The Annual General Meeting (AGM) of the 7th Division will be held on Thursday, 17 November 2022, at 8 p.m. Gordon "Gordy" Robinson, President of the NMRA, will be our Guest Speaker this year. He has already begun some bold innovations to benefit our membership and plans to increase our numbers significantly. We dislike telling you he's got "exciting" ideas because that word has been used and abused in every press release you've ever heard, but it really is an accurate description of his ideas. A short clinic presentation will begin at 7 p.m. "40 minutes with Clark Kooning MMR." Gordy will speak at the end of our AGM.

The Board of Directors has decided that a virtual meeting will best serve the interests of our members. Here is the link: <https://us02web.zoom.us/j/84083260325?pwd=aVp4dm5PUldiMEJGTkNMbjd5TURKdz09>. The meeting is open to every member of the 7th Division, PNR, and NMRA in good standing. We hope you'll join us for the clinic at 7 p.m. and stay for the AGM at 8 p.m.

Railway Modelers Meet of British Columbia (RMMBC)

The online portion of the Meet was well attended in May 2022, as was the In-Person Meet held at the Queensborough Community Centre in New Westminster, British Columbia. Check out the RMMBC website for details and photos of the Meet: <http://railwaymodellersmeetofbc.ca>

Vancouver Train Expo (VTEEx)



4th Division Online Resources Open to All

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

Unfortunately, VTEEx 2022, scheduled for November 5th and 6th, has been cancelled due to lead time for commitments and the unpredictable nature of COVID. The 7th Division was part of the process and supports the VTEEx committee's difficult decision. Planning is in progress for 2023. Check the VTEEx site for updates: <https://www.vancouvertrainexpo.ca>

The Ferrier Collection

The 7th Division has had in its possession for many years a collection of Canadian Pacific drawings donated by Jim Ferrier. While these drawings were available to the NMRA membership, access was difficult, and they were unorganized and only partly catalogued. 7th Division members Doug Mayer, Mike Barone, and Dick Sutcliffe worked many hours on the collection. It has now been permanently placed with the Revelstoke Railway Museum (RRM) in Revelstoke, British Columbia. An agreement was reached between the 7th Division, RRM, and the Canadian Pacific Historical Association (CPHA) to have the collection catalogued by professional archivists, digitized by the CPHA, and made available to the members of these organizations. There are nearly 1,000 drawings in the collection, so it will take some time to make the collection accessible. We are about 1/3 of the way into the project.

7th Division Member Awards

The 7th Division has three awards that may be presented annually to members of the 7th Division.

Jack Work Memorial Trophy – Scott Calvert

The trophy may be presented annually to an individual who best exhibits the qualities that Jack Work displayed: imagination, creativity, innovation, artistry, forward-thinking, quality workmanship, and the sharing of results of these qualities with the rest of the hobby.

Ross Heriot Gold Spike Award – Lori Sebelley

The award may be presented annually to individuals who have made a significant contribution to the division.

The Railway Heritage Award – Robert Turner

This award may be presented annually to individuals who have contributed in a meaningful way to the preservation of railway history.

It is in appreciation of our members' unselfish devotion of time and effort to further the aims of the NMRA, the PNR, and the hobby of model railroading through assistance and service for the benefit of all model railroaders within the 7th Division, PNR, and NMRA.

More information on these awards may be found on the 7th Division website: <http://7divpnr.ca/node/4>.

7th Division Member Recognition

- Tim Horton
 - Four Merritt awards for cars
 - Chief Dispatcher certificate
 - Author certificate
 - Car certificate
- Randy Nussli
 - Golden Spike award
- Larry Sebelley
 - Three Merritt awards for track work
 - Electrical Engineering certificate
 - Civil Engineering certificate
- Peter Shergold
 - Golden Spike award

As always, our thanks go out to our committee members who continue to deliver an outstanding experience to the Model Railroad community, Virtual or In-Person.

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

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

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

The following link provides details about the car as well as pricing, shipping, and ordering information:
<https://www.cincy-div7.org/projects.html>

We thank you in advance for your support!

Paul Maciulewicz

NMRA; MCR; Cincinnati Division 7
Car Projects Chairman



PNR Interchange

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

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

FOR SALE: Brass Tenshodo GN passenger set. F9A/B, both powered, 7 cars with lighting, all factory painted, near mint condition. All with boxes. Can ship or pick up in Courtenay BC. Contact Dwight Kayto at dkayto@itil@sasktel.net or call 306-537-7881.

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



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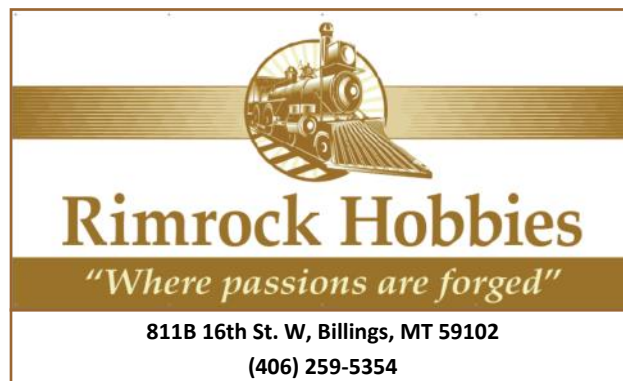
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Looking for prototype or historical photos, track diagrams, or other information?

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

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

2022

Nov 19-20, Adair Village, OR

Corvallis Society of Model Engineers Open House. (New location). 6070 William Carr Ave. Hours: 10-4 p.m. \$5 ages 13+, 12 and under are free. Info: csmeclub1959.com

Nov 19 (Sat), Rickreall, OR

Polk Station Rail Model Train Swap Meet with Operating Model Railroad. Rickreall Grange Hall, 280 Main St (Hwy 99).

Nov 26-27, Central Point, OR

43rd Annual Rogue Valley Railroad Show to benefit the Medford Railroad Park. Jackson County Expo, 1 Peniger Road. Info: facebook.com/roguevalleyrailroadshowmedfordpark/

Dec 3 (Sat), Rickreall, OR

Train Show/Swap Meet sponsored by Willamette Valley Model Railroad & Operating Museum, Polk County Fairgrounds at crossroads of Hwy 22 and Hwy 99W. It is 10 miles west of Salem, Oregon, off Hwy 22. 9:30 a.m. to 2:30 p.m. Fees: \$5.00 adults, children 12 and under free. Tables \$30.00 ea. Contact: Judy MacInnes, 503-581-6071, macinnej@msn.com, www.wvmrm.org. Over 100 tables, (all scales of trains). A large variety of trains and railroad items available to purchase. The parking is free and the site is handicapped accessible. This is our 20th show at this site and everyone has been pleased with the selection and prices.

Dec 17 (Sat), Spokane, WA

River City Modelers Christmas Open House, 1130 E. Sprague Ave., Spokane, WA 99202. From 2 p.m. to 8 p.m. For more information, call 509-535-3462 or email rcminfonow@gmail.com

2023

Feb 25-26, Monroe, WA

30th Annual Washington State Model Railroad Show and Marketplace. Evergreen State Fairgrounds, 14405 179th Ave SE, Monroe, WA 98272. Info: www.facebook.com/unwclub

Mar 4 (Sat), Spokane, WA

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

Mar 5 (Sun), Spokane, WA

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

Mar 11 (Sat), Portland, OR

Willamette Model RR Club Annual Swap Meet. Kliever Armory, 10000 NE 33rd Drive. Info: wmrrc.com

Mar 11 (Sat), Elsie, OR

Pacific Model Loggers' Congress. Camp 18 Restaurant and Logging Museum, Milepost 18, 42362 Highway 26. Info: pacificmodellogger-scongress.org/

Apr 30 (Sun), Helena, MT

Annual Helena Railroad Fair, Helena Civic Center, Info: rrfair@mt.net

May 10-14, Tacoma, WA

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

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



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NATIONAL TRAIN SHOW

August 25-27

SPENCER CHRISTIAN

Banquet Speaker

GAYLORD RESORT

4-star Hotel and Water Park

BNSF HQ TOUR

Dispatching Center and Intermodal Yard

CLINICS

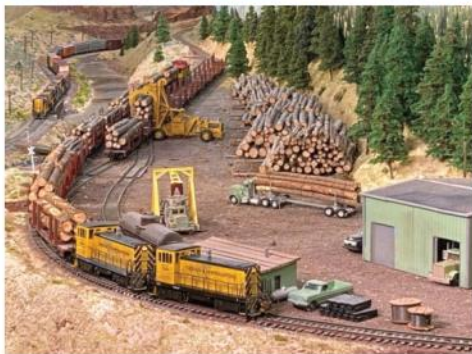
SIG ACTIVITIES

LAYOUT TOURS

OPERATION SESSIONS

CONTEST AND DISPLAY

FREEMO-N OPERATIONS



RAIL TOURS

- Texo Grain Mill
- Private Railcars
- TexRail Back Shop
- Texas State Railroad
- Trinity Rail Car Plant
- BNSF Intermodal Yard
- Six Flags Railroad Shop
- Grapevine Vintage Railroad
- McKinney Ave Trolley Shops
- Trinity Tank Car Cleaning Plant
- BNSF National Operations Center
- Museum of the American Railroad
- BNSF Private Western Art Collection
- T&P, Santa Fe, & Dallas Union Stations
- Fort Worth & Western Railroad Back Shop
- Union Pacific Dallas International Terminal
- Light Rail & Commuter Shops (DART & TRE)

GENERAL INTEREST

- George W Bush Library
- Fort Worth Stockyards
- Grapevine Wine Tour
- Sixth Floor Museum
- Fort Worth Modern
- Holocost Museum
- Kimbell Museum
- Globe Life Park
- AT&T Stadium
- Dealey Plaza

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

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
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