



The Switchlist

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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.

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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Setting Mini-Goals

Now that our region is moving into the traditional model railroading season, are you feeling excitement or intimidation? If you're leaning towards the latter, perhaps it's because you're feeling overwhelmed by all that needs to be done on the model railroad and you don't know where or how to start. Or, maybe you've lost some momentum (aka burn-out) or life events have severely limited the time and energy you can devote to this amazing hobby.

Regardless of the specifics, consider this as the perfect time to identify one or two small, achievable goals to accomplish over the next few months. Maybe the term *goals* sounds too institutional, so call them mini-projects instead. Whatever you call them, the point is to find something you can complete in a relatively short period of time that incrementally contributes to your railroad. Maybe it's building a simple kit, cleaning up your workbench, building the benchwork for a new module, or focusing some quality time on designing your track plan. Whatever it is, once you've completed it, that sense of accomplishment will provide a positive feedback loop and be the springboard to tackle the next mini-goal. And before you know it, you'll have made real progress.

If you sometimes need a boost, consider keeping a simple journal or log of your efforts. I started doing that and it helps me look back in time and remember what I've been doing with my time and energy.

In this edition of *The Switchlist*, you'll find an update on the [Surrey Excursion](#). Be sure to register soon to take advantage of early bird rates. Also, check out the last page of this newsletter for a special **Christmas "Coupon"** you really need to take advantage of.

On page 4, PNR President Jeff Herrmann introduces the **New Member On-Boarding Program** that all members, especially new members, need to know about.

Feature articles in this edition include a visit to Jim Younkens' amazing Mud Bay & Southern model railroad, Part 2 of Brian Orysen's mechanized lift bridge, and a new multi-part article by MMR Bob Parrish on how to build AP quality structures.

The *In Memoriam* section (p.6) lists those fellow PNR members who have recently passed away. Our sincere condolences go out to the family and friends of all these members. The PNR's newest members this quarter (and we have a lot of them!) are listed on p.11. Veteran members: Please review this list and be sure to welcome those folks who may live near you. You can do that by contacting your division superintendent to help connect with one or more of these new members.

The PNR officer, staff, and division superintendent quarterly reports begin on p.22. The *PNR Interchange* (p.30) includes an announcement that there is only one MOW shed kit still available from the Modeling With the Masters clinic in Eugene. The *Timetable* (p.32) looks a bit slim at the moment but you may want to check the PNR website's Upcoming Events list and division websites for the latest listings.

Remember to set those mini-goals and accomplish at least one of them this winter, register for the Surrey Excursion, reach out and welcome a new PNR member, and participate in your division's activities! Whew! That sounds like a lot to do, but the thing is these are all fun!

Oh, I almost forgot. Happy holidays!!



As always, stay safe and happy modeling!

Greg Kujawa, Editor

PNR News and Announcements

Looking for a Train Event to Attend in May 2024?? Well Look No Further!!

Registration and hotel reservations are now open!

Lori Sebelley, Convention Chair, 7th Division

The [Surrey Excursion](#) Convention will take place **May 22-26, 2024**, and be held at the Sheraton Guildford Hotel in Surrey, British Columbia.

Hotel guest room rates start at \$165.00 plus taxes (CAD) per night. There is a grace period of 3 days on either side of the convention dates to receive the preferred rate for anyone wishing to do some exploring. For those guests staying overnight in the hotel, we have negotiated complimentary parking and Wi-Fi to save you \$25.00 per day. An on-site daily parking fee will be charged for those not staying in the hotel.

All clinics, display/contest, banquet, and non-rail rooms will be located on the 2nd floor of the hotel. There is access to all these rooms by conveniently located elevators to assist with helping to find the locations for all the events.

Access to self-guided layout tours, contests, displays, AP evaluation, clinics, operation sessions, and in-house non-rail activities are included in the registration pricing.

As of this writing, we have arranged 13 clinics covering several topic areas. There will be many more to come as we have 52 clinic slots to offer.

We have also arranged for Non-Rail guest activities such as quilt and placemat making for charity, movie night, games, puzzles, colouring, and outings. So, plan to bring your significant other to Surrey as well.

There will be optional additional pricing for Modeling with the Masters[®], banquet with a guest speaker, as well as raffles and door prizes. We are also offering two escorted prototype tours to the G3 Grain Terminal in North Vancouver on Thursday May 23. One will be in the morning and the other in the afternoon.

Registration fees for Full Fare registration rates are as follows.



| From | To | Full Fare Registration |
|-------------------|-------------------|------------------------|
| September 1, 2023 | December 31, 2023 | \$129.00 |
| January 1, 2024 | March 31, 2024 | \$149.00 |
| April 1, 2024 | | \$169.00 |

Non-Rail - \$50.00

Youth (under 19 years of age) – \$10.00

Our website and registration are open now along with a link to the hotel to reserve your room. Please remember, all pricing quoted are in **Canadian dollars**.

Because this convention is sponsored by the National Model Railroad Association you **must** be an NMRA member to attend.

Canadians can join NMRA Canada at a full membership yearly rate of \$40.00 CAD or you can opt for an introductory 6-month “Rail Pass” membership for \$19.95. You can purchase one of these membership types online or download a pdf application form at: <http://nmracanada.ca/who-we-are/new-member-registration/>

Americans can join the NMRA at a full membership yearly rate of \$68.00 USD or a 9-month Rail Pass trial membership for \$19.95 USD. These memberships can be purchased online or you can download a pdf application form at: <https://www.nmra.org/membership-application-and-renewal>

Check out the convention website and please check back often for additional updates.

Head on over to <https://pnr2024.7divpnr.ca/> to get in early and save money! Note the early bird pricing expires on December 31, 2023.

See you in 2024 at Surrey Excursion!

PNR LAUNCHES NEW MEMBER ON-BOARDING PROGRAM

Jeff Herrmann, President, Pacific Northwest Region

Pacific Northwest Region has developed a live on-boarding program that will be launched in December. The program will be coordinated by the Region President and conducted via Zoom meetings. It will be held on a monthly basis. As soon as we learn of a new member joining the NMRA, the Division will assign a *Pathfinder* to guide him or her along and make feel welcome to our association. At the same time, an invitation will be sent to the new member to join in a special Zoom meeting scheduled to assist with the on-boarding process. 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. Division Superintendents will be involved in the process of on-boarding.

The on-boarding Zoom meeting will last 60 minutes and provide lots of opportunity for Q/As. Here is a brief outline of the format:

- Welcome by Region President. We are glad you have joined us!
 - Purpose of this meeting: Leadership is making a personal invitation to get to know the people and opportunities that are available through your membership in the National Model Railroad Association and by extension, your local division.
 - Self Introductions: Simple and brief (where you live, scale you model, how long in the hobby, do you have a home layout or belong to a club?)
- Show NMRA Introduction video https://www.nmra.org/sites/default/files/membership/nmra_recruitment_video-hd.mp4
- Regions and Divisions are determined geographically by the NMRA Board of Directors.
 - You can find more information about our region and your division by going to <http://pnr.nmra.org/>. If you click on <http://pnr.nmra.org/#divs>, you can see what is going on near where you live. Note the calendar of upcoming events.
 - Highlight where to find information on local events in your area, if appropriate:
 - Fill out the survey on modeling interests – help us match you up with a Pathfinder.
 - Division Meets and Clinics
 - Train Shows
 - Operating Sessions and Open Houses
 - Modeling Contests
 - Modeling with the Masters
- If you haven’t been contacted already, you will soon be contacted by someone from your division inviting you to an event or activity. Your division will assign you a new member guide (we call a *Pathfinder*) who will help you navigate through the initial stages of your membership and introduce you to other members who share your interest in the hobby.
- Encourage visiting the NMRA website (show link) <https://www.nmra.org/> and sign in as a member (see “members only section” on their website).
 - Being a member of the **NMRA** entitles you to a multitude of services, all geared toward expanding your enjoyment of the hobby. Member benefits include lots of video clinics, video layout tours, NMRA Data Sheets, special interest groups and much more... Do take some time to explore the *Members Only* section of the NMRA website.
 - Show how to download the NMRA Digital Magazine.
 - *NMRA Partnership Program*. It is a member benefit that truly has a tangible payback. We've partnered with over 40 companies and model railroad manufacturers of all sizes, giving them exposure on our website in return for re-

ceiving generous discounts for NMRA members all year long. Some provide members with special codes, others prefer a phone or email order, but all appreciate the additional business from our members. And of course, our members appreciate the extra savings—savings that can actually pay the cost of NMRA membership!

- NMRA's [Achievement Program](#) (or AP)
 - It is designed to help modelers improve their skills and get more enjoyment out of their hobby. In addition, it gives recognition to those members who have displayed a high degree of skill or service to the hobby. The AP helps give you the skills that let you build a model railroad you can be proud of. You can participate at your own pace.
 - The Golden Spike is the easiest, and for many people, the first AP award that they earn. It is designed to demonstrate familiarity with different areas of the hobby, rather than expertise in a particular area. So, take a look at the requirements—you may find that you have met most, or all of them already. Here is a brief description:
 - Rolling Stock (Motive Power & Cars): Display six units of rolling stock either scratchbuilt, craftsman kits, or detailed commercial kits.
 - Model Railroad Setting (Structures and Scenery): Construct a minimum of eight square feet of layout including scenery. Construct five structures either scratchbuilt, craftsman kits, or detailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.
 - Engineering (Civil and Electrical): Three types of trackage required (e.g., turnout, crossing, crossover, etc.). All must be properly ballasted and installed on the proper roadbed. Commercial trackage may be used. All installed trackage must be properly wired so that two trains can be operated simultaneously (e.g., double track main, single track main with sidings, and block or command control). Provide one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.
- Are there any questions you have?
- Closing Comments.

Simply sending emails and generic electronic invitations to events and activities is not an effective means of contact. 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. We think having a formal on-boarding process is a good first step!



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!

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 2022 through October 2023

| Month Reported | Div | Last Name | First Name | City/Town | State/Province | Special Recognition |
|----------------|-----|------------|------------|-----------------|----------------|---------------------|
| October 2022 | 1 | Kang | Richard | Eugene | OR | Life Member |
| | 4 | Cook | June A | Fairbanks | AK | Life Member |
| November 2022 | 2 | Dippert | William | Portland | OR | Life Member |
| December 2022 | 6 | Hadlow | Bob | Calgary | AB | Life Member |
| January 2023 | 5 | Lippincott | Linda | Newport | WA | Life Member |
| February 2023 | 7 | Ackland | William D | Victoria | BC | |
| March 2023 | 5 | Sala | John | Helena | MT | Life Member |
| | 6 | Warrington | Gary | Paradise Valley | AB | |
| April 2023 | 6 | Lee | Anthony W | Lethbridge | AB | Life Member |
| | 6 | Hadlow | Bob | Calgary | AB | Life Member |
| May 2023 | 7 | Heyer | Heinz | Sechelt | BC | |
| | 5 | Smith | Lauralyn | Hamilton | MT | |
| June 2023 | 4 | Duvall | Duncan E | Port Townsend | WA | |
| | 1 | Selzer | Marvin | Coos Bay | OR | |
| July 2023 | 6 | Seymour | Doug H | Edmonton | AB | Life Member |
| August 2023 | 4 | Clarke | David L | Oak Harbor | WA | |
| | 4 | Johnston | J | Bellevue | WA | |
| September 2023 | 6 | Golightly | James | Shaunavon | SK | |
| | 7 | Pate | Brian D | North Vancouver | BC | |
| | 7 | Sutcliffe | Richard A | Maple Ridge | BC | |
| October 2023 | 4 | Ricketts | Charles W | Tumwater | WA | MMR #562 |

Passing of Dick Sutcliffe

Richard Arthur Sutcliffe (November 12, 1935 – September 24, 2023)

It is with great sadness that we report that Dick Sutcliffe passed away on September 24th. Dick was a highly involved and supportive volunteer in various positions of the PNR, 7th Division, and other community historical and railroad-related organizations for many years.

You can read more about Dick in his obituary which is posted here: <https://necrocanada.com/obituaries-2023/canada-colombie-britannique-maple-ridge-richard-arthur-sutcliffe-november-12th-1935september-24th-2023/>

Editor's Note: The following note was sent to several PNR officers by Dick Sutcliffe's son, Cameron.

Dad passed away peacefully on September 24th.

We are having his **Celebration of Life on 19th November** at the BCSME (British Columbia Society of Model Engineers) track in Burnaby, BC, at Confederation Park, from 1:30 p.m. until 4 p.m. You are all more than welcome to attend if you are able.

Thanks
Happy Landings,
Cameron Sutcliffe



Passing of Chuck Ricketts, MMR

Jim Elder, 4th Division

One of our 4D MMRs has passed away. Chuck Ricketts (MMR #562) left us on Aug 6th at Harborview Hospital. His balance had been deteriorating for the last year and a fall resulting in a severe head trauma took him from us. I will miss his friendship and sharing of all things related to model construction and in particular the railroad hobby. His imagination, hobby expertise, and enthusiasm to get everyone involved in operations created fine comradery.

Chuck's Sherwood, Shelton, & Sarazen (S. S. & S.) Railroad included a unique feature at the time—a movable barge “floating” traffic between Oyster Bay and South Seattle, a separate location and operating system. Thanks to the efforts of Roger Nulton and Dale Kreutzer, the S. S. & S. is in the October 2020 issue of the *Narrow Gauge and Short Line Gazette*. Bruce Petrarca (MMR #574), one of Chuck's Arizona friends, has created a video about Chuck's S. S. & S. that I thought clever and Bruce posted it on this Vimeo link: vimeo.com/536949514.

Chuck sold the house in Lacey with railroad intact. Or, perhaps from a modeler's perspective, sold the railroad with the house intact. Never giving up model railroading, the Baja Sienna was his next railroad in Tumwater. You've seen various articles and YouTube presentations about this one. My perspective, with a laugh, is the materials used were largely gathered at the local foam recycler's dumpster. Once again after reaching the operation stage, this layout was carved up and sold to a Seattle model railroader. Chuck moved again, staying in Tumwater and had, in the planning stage, a shelf layout in the works for the new garage.

With a sigh, I say goodbye to Chuck who was an exceptional friend to me, the Olympia model railroaders, and the whole Puget Sound model railroading community.

A Celebration of Life will be announced to take place in Olympia at a presently unknown date. Chuck's partner, Janet Spencer, will appreciate emailed condolences at janetinbastrop@gmail.com. She looks forward to meeting all of you at his Celebration of Life.



Chuck Ricketts and Dave Faucett. Jim Sabol photo

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 first 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–October 2023

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 | Aton | Robert | Coos Bay | OR | 06 | Heavens | Diane | Calgary | AB |
| 01 | Dugan | Michael WR | Coos Bay | OR | 06 | Heavens | Ronald | Calgary | AB |
| 01 | Hoffman | Tim | Myrtle Point | OR | 06 | Hoffarth | Joshua | Calgary | AB |
| 01 | Ledeboer | Mark | Coos Bay | OR | 06 | Howe | Mike | Calgary | AB |
| 01 | Schwagle | Jim | Lebanon | OR | 06 | Howitt | Merv | Calgary | AB |
| 01 | Temple | John | Florence | OR | 06 | Htoo | Htetsan | Calgary | AB |
| 02 | Dahlstrom | David | Portland | OR | 06 | Koops | Graham | Calgary | AB |
| 02 | Fisher | Alan M | Ridgefield | WA | 06 | Laurette | Kristen | Calgary | AB |
| 03 | Howell | John | Boise | ID | 06 | McBean | John | Calgary | AB |
| 03 | Kitterman | Kyle | Boise | ID | 06 | Nason | Howard | Calgary | AB |
| 03 | Starman | Matthew | Greenleaf | ID | 06 | Nason | Raymond | Calgary | AB |
| 04 | Daniel | Craig | Graham | WA | 06 | Nenasheff | Nathan | Calgary | AB |
| 04 | Fairchild | Jim | Fairbanks | AK | 06 | Omorogbe | Jackson | Medicine Hat | AB |
| 04 | Holder | Michael | Federal Way | WA | 06 | Pallister | Ed | Calgary | AB |
| 04 | Kerns | Jimmy | Pyallup | WA | 06 | Proctor | Barry | Calgary | AB |
| 04 | Kingshill | Torin | Seattle | WA | 06 | Rempel | Josiah | Okotoks | AB |
| 04 | McClure | Richard C | Redmond | WA | 06 | Sauer | Ron | Calgary | AB |
| 04 | Olson | Eric | Seattle | WA | 06 | Scheer-Peters | Dyre | Calgary | AB |
| 04 | Parent | Theresa | Fairbanks | AK | 06 | Skarstol | Jayden | Calgary | AB |
| 04 | Pasich | Nick | Bonney Lake | WA | 06 | Skarstol | Stephen | Calgary | AB |
| 04 | Schuler | William | Fairbanks | AK | 06 | Sproule | Shawn | Calgary | AB |
| 04 | Shaw | Izaak | Fairbanks | AK | 06 | Van Veen | Carl | Calgary | AB |
| 04 | Sherwood | David | Custer | WA | 06 | Weston | Mal | Calgary | AB |
| 04 | Smith | Kent | Indianola | WA | 06 | Wood | Jarod | Calgary | AB |
| 04 | Spicer | Steven | Fairbanks | AK | 06 | Zhuang | Brian | Calgary | AB |
| 04 | Woodruff | Christopher | Tacoma | WA | 07 | Aaberg | Brian | Chemainus | BC |
| 05 | Crowder | Harvey | Richland | WA | 07 | Bramoff | Kyle | Langley | BC |
| 06 | Allen | Bryce | Calgary | AB | 07 | Hatcher | Jeffrey | Qualicum Beach | BC |
| 06 | Barry | James | Calgary | AB | 07 | Hughes | Mike | New Westminster | BC |
| 06 | Caro | Israel | Calgary | AB | 07 | Jordan | James | Langley | BC |
| 06 | Congram | Lewan | Calgary | AB | 07 | Lamb | Dave | Maple Ridge | BC |
| 06 | Des Brisay | Gordon | Saskatoon | SK | 07 | Marecek | Dave | Victoria | BC |
| 06 | Duclos | Sylvain | Cochrane | AB | 07 | Menard | Julian | Chilliwach | BC |
| 06 | Eschenbach | Jan | Wainwright | AB | 07 | Moularas | Alexander | Langley | BC |
| 06 | Flindall | Cory | Calgary | AB | 07 | Moularas | Andrew | Langley | BC |
| 06 | Giesbrecht | Doug | Carstairs | AB | 07 | Moularas | Sophia | Langley | BC |
| 06 | Glasier | Darren | Calgary | AB | 07 | Moularas | John | Langley | BC |
| 06 | Hanson | Brookes | Calgary | AB | 07 | Zahorulko | Viktor | Burnaby | BC |
| 06 | Heavens | John | Calgary | AB | | | | | |

Features

Editor's Note: In the February 2022 Switchlist, we began running a series of articles featuring PNR members' layouts and modules. We've expanded the scope to now include club layouts. The intent of this series is to have an easy way to share your ideas, vision, modeling interests, and progress across the vast distances of the Pacific Northwest Region. These articles can be as simple or detailed as you want. You can review past issues of the newsletter to see what your fellow PNR members have submitted.

We've had a fairly good response so far but continue to need more articles to maintain momentum. Please consider submitting an article about your home or club layout or module.

The Mud Bay & Southern Railway

Article, photos, and track plan by Jim Younkins, MMR, 4th Division

Background

The Mud Bay & Southern Railway is a “proto-freelanced” model railroad, meaning it is freelanced, but operates in a semi-prototypical fashion. The layout began as an idea in the mid-1990s and is designed to be an operations-oriented railroad. Work building the railroad began in the winter of 1997-98. In the time since construction began, the MB&S continued to evolve and grow, becoming a very far-flung empire and taking on a life of its own. Although much time has been spent on scenery and detail, the primary goal is to operate realistically. Several area model railroaders join me on a regular basis to operate the railroad. More on operations later.



Setting the Stage

Set in the lush forests of western Washington, the fictitious Mud Bay & Southern Railway's primary business is serving the forest products industry. The MB&S is based on two real-life logging companies that worked side by side for nearly 35 years. The first of these, the Mason County Logging Company, was started by the Bordeaux brothers in the late 1890s. In the first decade of the twentieth century, they acquired leases to log a large part of what is today the Capitol State Forest, located just west of Olympia. Mason County Logging built a company town on Mima Creek on the eastern edge of the forest. Soon a sawmill was constructed on that site. Today this is at the Bordeaux entrance to the state forest.

The second operation came onto the scene in about 1910. The Mud Bay Logging Company built a landing and log dump at Mud Bay. It operated to the south and west of Mud Bay extending all the way to the area logged by Mason County Logging. Both companies ended logging operations in about 1941.

In my world, these two logging companies saw a



A view of Cedar Creek. A BN freight passes over the low bridge while a Mud Bay & Southern freight passes over the high bridge destined for Rochester.

future in combining operations and using their rail network to form a common carrier regional operation, the result being the Mud Bay & Southern. In my world the clock has stopped during the late summer of 1972. The MB&S is a mature regional railroad that interchanges with the big class 1 railroads in the area. There is a busy interchange with the Burlington Northern at Bordeaux. Which has become the hub of the entire Mud Bay system. There are also connections with both the Milwaukee Road and the Union Pacific at Bordeaux and Rochester. These connections are based on the historic interchange that was made with the Mason County Logging Co. and Mud Bay Logging Co. many years ago. The MB&S has a trackage rights agreement with the Milwaukee Road between Bordeaux and their Headquarters Camp just west of Independence.

With the modeled time period being just after the merger that formed the Burlington Northern Railroad, equipment from all of the BN's predecessors, as well as leased equipment from many different railroads, could be seen throughout the area on a regular basis.

Geographically, the MB&S is a fairly accurate representation of the area that straddles Thurston, Grays Harbor, Lewis and Mason counties. This region, known locally as the Black Hills, is a very rugged, densely forested extension of the Olympic Mountains. The towns represented on the layout either exist now or did at one time.



Milwaukee Rd. 5056 waits at Independence Siding as the Raymond Hauler rolls past.

The Layout

The MB&S is an N scale model railroad that occupies about 1,000 square feet in both the basement and garage of our house. The benchwork is a mixture of open grid and “table top” construction. Roughly half of the railroad is single-deck, the other half being double-deck. The average layout height is 49” in the single-deck areas and 49” and 63” in the double-deck areas.

“Off layout” trains are staged in three staging yards. All of these are visible staging. These staging yards represent Tacoma and Centralia on the BN line and Fife on the Milwaukee line.

Train control is provided by a Digitrax “Radio Super Chief” system comprising two additional boosters, PM-42 circuit



A view of a small section of the railroad. The lower level is the Fife staging yard and Fife industrial area, the middle level is the Malone industrial area, and the top level is the Milwaukee's Raymond Branch.

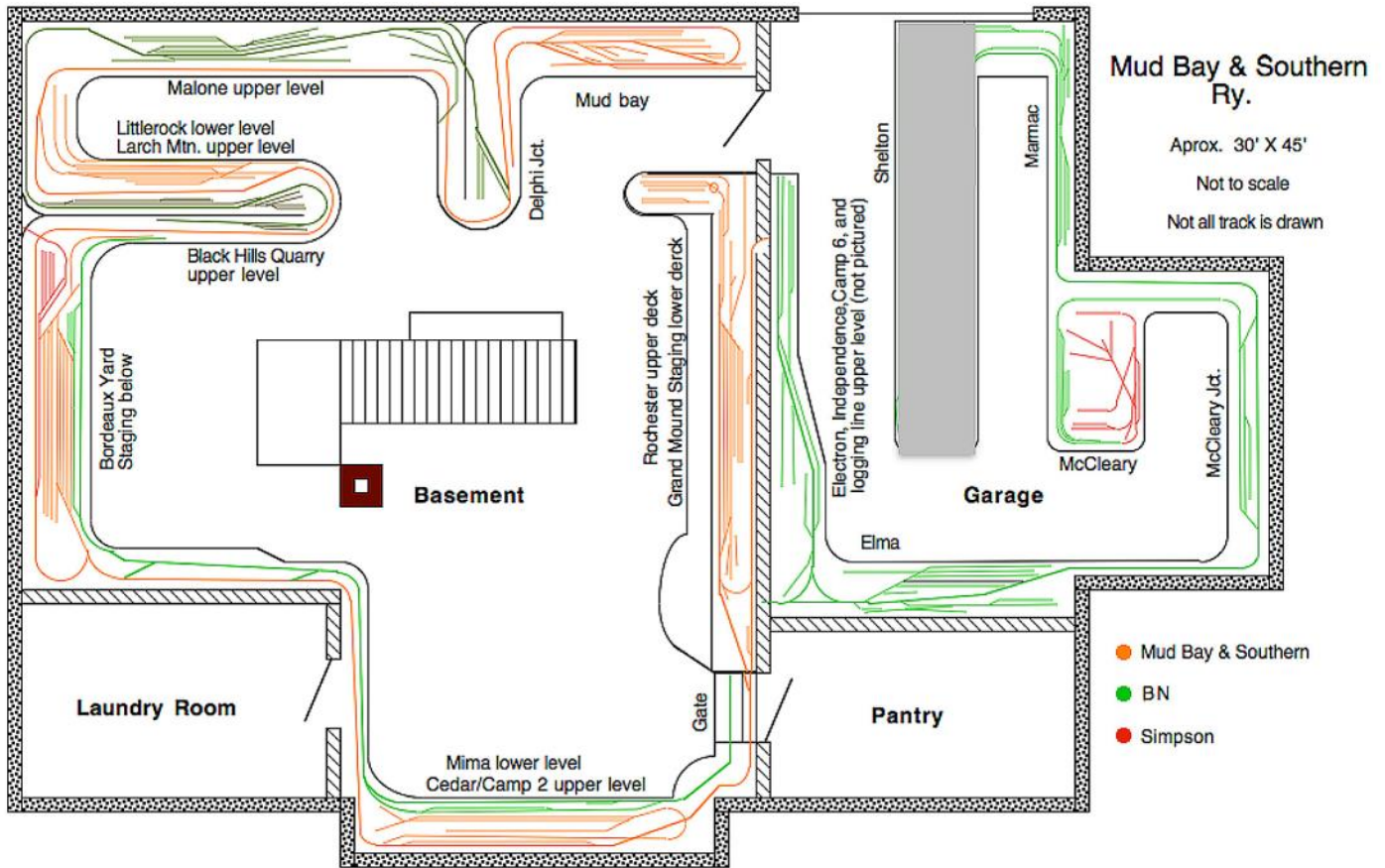
protection, four radio receivers, and a variety of throttles. There are currently over 130 decoder-equipped locomotives on the railroad.

Operations

The MB&S operates as a local shortline, serving the many customers in the communities of western Thurston County. The primary business is hauling forest products from the many local mills. Traffic is interchanged with the BN, Milwaukee Road, and UP to reach the “outside world.” Also modeled is a portion of the Burlington Northern's line from Elma to Shelton. In addition to the MB&S locals, BN trains run to the towns of Elma, McCleary, Marmac, and Shelton.

In addition to the BN Elma Branch, a new Milwaukee Road Raymond Branch has been under construction since early 2022. Starting at Independence Yard, it runs all the way out to

the coast, or on a third level above most of the original main level. On the bottom level, Tacoma Municipal Belt Line provides service to the newly constructed Tacoma tide flats industrial area. Both BN and Milwaukee Road trains interchange with the Belt Line. Both of these recent additions are operationally integrated with the rest of the railroad.



Layout at a Glance

Railroad name: Mud Bay & Southern Railway
Scale: N (1:160)
Size: Approx. 30' x 40' (1,100 sq ft in basement and garage)
Prototype/theme: Proto-freelanced. Mud Bay & Southern, Burlington Northern, Milwaukee Road, Union Pacific, Tacoma Municipal Belt Line
Locale: Western Washington area, including Grays Harbor, Thurston, Lewis, and Mason counties
Era: Early 1970s
Style: Walk-around

| Trackage: | Mainline | Sidings | Yards |
|------------------|----------|---------|-------|
| BN | 200' | 50' | 175' |
| MILW | 260' | 50' | 210' |
| MB&S | 200' | 50' | 100' |
| Tacoma Belt Line | 16' | 16' | 15' |

Three staging yards representing Tacoma and Centralia on BN line; and Fife on MILW line

Minimum radius: 12"
Minimum turnout: #5
Maximum grade: 4%
Train length: 12-15 cars
Benchwork: Mix of open grid and tabletop construction; about half is double-deck and the remainder is triple-deck
Height: Bottom staging level 24", main deck 49" and upper deck 69"
Aisle width: Minimum of 38" but mostly open
Roadbed: standard N scale cork roadbed
Track: Micro Engineering code 55 and 40; Atlas code 55
Scenery: A very wide variety including Woodland Scenics, furnace filter trees, sage brush, Super Trees, and much more.
Backdrop: Painted
Control: Digitrax Radio Super Chief
Operations: Dispatcher and car cards/waybills
Online presence: YouTube Channel: <https://www.youtube.com/@jcyounkins>

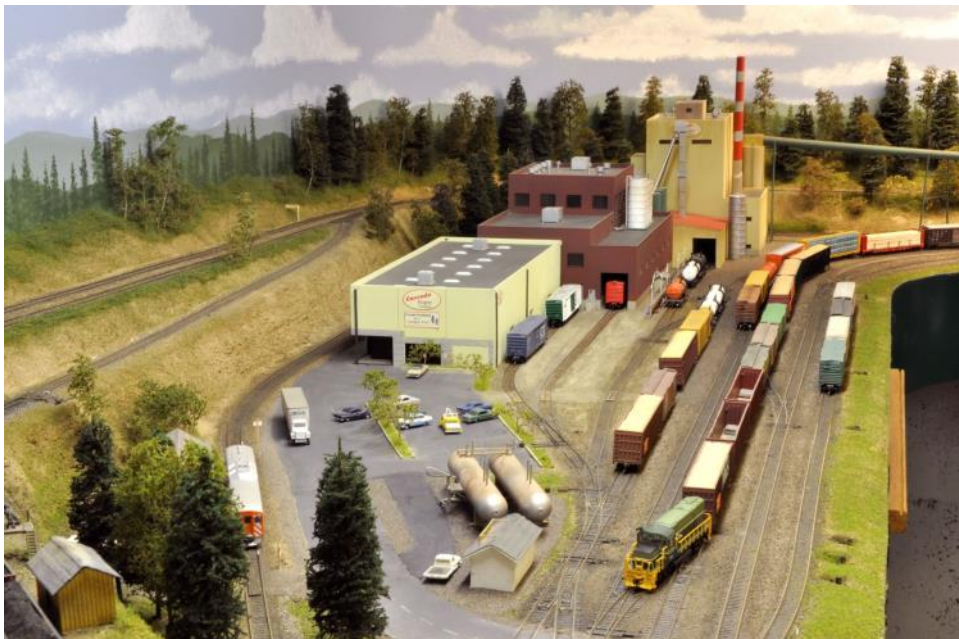
During a typical four-hour operating session, as many as 30 trains will run on the layout. A typical crew of 14+ is required to run the railroad at full capacity.

The MB&S uses car cards and waybills for freight car routing. There are many systems in use for car routing, but car cards/waybills offer a great deal of flexibility when re-staging. The MB&S can operate with or without a dispatcher to control train movements. This usually depends on crew size and number of trains running.

I use a Digitrax DCC radio system. My system is quite old, but has been very reliable so far. The system includes:

- Tethered throttles for use in yards and industrial areas
- The older Simplex radio throttles
- The newer Duplex radio throttles
- I also have a Wi-Fi network with the JMRI server for Wi-Fi throttles such as cell phones running Engine Driver or Wi-Throttle and newly acquired TCS UWT 50s.

As mentioned earlier, I try to run the MB&S in a semi-prototypical manner. This means I've adapted operations to be simple to understand, yet give a feeling of operating a railroad. My main goal is for operators of any skill level to leave with a smile on their face. I feel that, since this is a hobby, it should be enjoyable.



The primary customer at Littlerock is the Cascade Paper Company. Here a visiting BC Rail unit pulls a local freight through on the siding.



At Mud Bay, the tug Karen J. spots the car barge at the barge slip while the Mud Bay switcher works the Ellis Seafood spur.



Downtown Rochester. A BN boxcar has just been spotted at Western Farm Supply.

How I Built a Three-Level Motorized Lift Bridge—Part 2 of 2

Article and images by Brian Orysen, 1st Division

Editor's Note: Part 1 was published in the August 2023 Switchlist.

Part 2

When I finally finished constructing the bridge, the next problem to tackle was on how to lift the bridge and lock it in the UP position and then lower it after you entered or exited the center of the layout.

The first thing I tried was doing it manually with a constructed lock mechanism. I quickly discovered it wasn't a smooth lift and you needed both hands to do it.

So the idea was to motorize it. This is when the idea of trying an automobile power window motor came to be. But the unit uses two short cables for lifting and lowering the window. I had to modify the drum portion by removing both cables and adding sides to the drum for extra cable to be wrapped on the drum while the lifting is occurring. I made a plywood bracket on which to mount the motor and be able to easily attach to the underside of the layout.

By motorizing the lift bridge, I now only needed one hand to do the operation of raising and lowering it.

Following is a description of the components used and how they were assembled.

- Two momentary single pole single throw (SPST) toggle switches for both sides of lift for control are mounted in 2-inch-diameter PVC test caps for the purpose to recess the toggles in the layout fascia (**Fig. 1**).
- There are two circuit breakers, one for the control circuit (2A) and the other for the lift motor circuit (10A). I used 20AWG wire for the control circuit and 14AWG wire for the lift motor. Please note that a load test was done on the lift motor to verify which amperage of circuit breaker was needed (**Fig. 2**).
- Two limit switches for the UP and DOWN travel limits are mounted on 1/8-inch hardboard for ease of mounting on the layout next to the bridge for activation (**Fig. 3**).
- Limit switch activation brackets with adjustable screws mounted on bridge assembly top and bottom (**Fig. 4**).
- Motor assembly mounted on underside of layout frame-work (**Fig. 5**).
- Two relays for operation of lift motor that are mounted to 1/8-inch hardboard with a terminal connection strip and installed to underside of layout (**Fig. 6**).
- Other relays to turn off sections of track power prior to

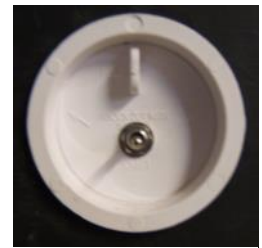


Fig. 1. Toggle switch.

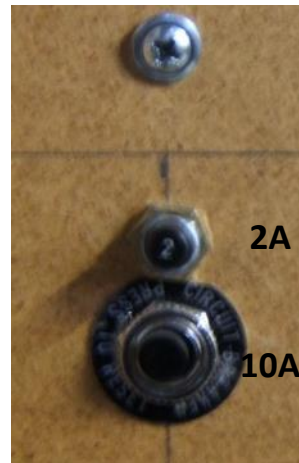


Fig. 2. Circuit breakers.

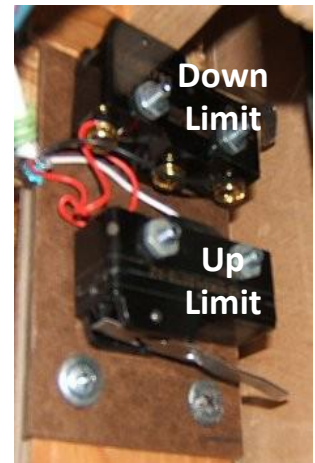


Fig. 3. Limit switches.



Fig. 4. Limit switch stop adjustment.



Fig. 5. Motor assembly.

the bridge on both ends. These are controlled by the DOWN limit switch, which means two relays per track or plenty of wire to do it with one relay. With these relays, only one side of the track power needs to be interrupted (**Fig. 6**).

- I mounted most of the components on brackets for ease of installation and pre-wired components at the workbench.

Conclusion

I had re-positioned the drawer guides from end-mounting to side-mounting on the bridge for ease of track work, when needed, along with being easier to scenic, too.

The cable lifting portion of the bridge was changed from a center side-mount lift for smoother operations.

So this change has been in use approximately a year.

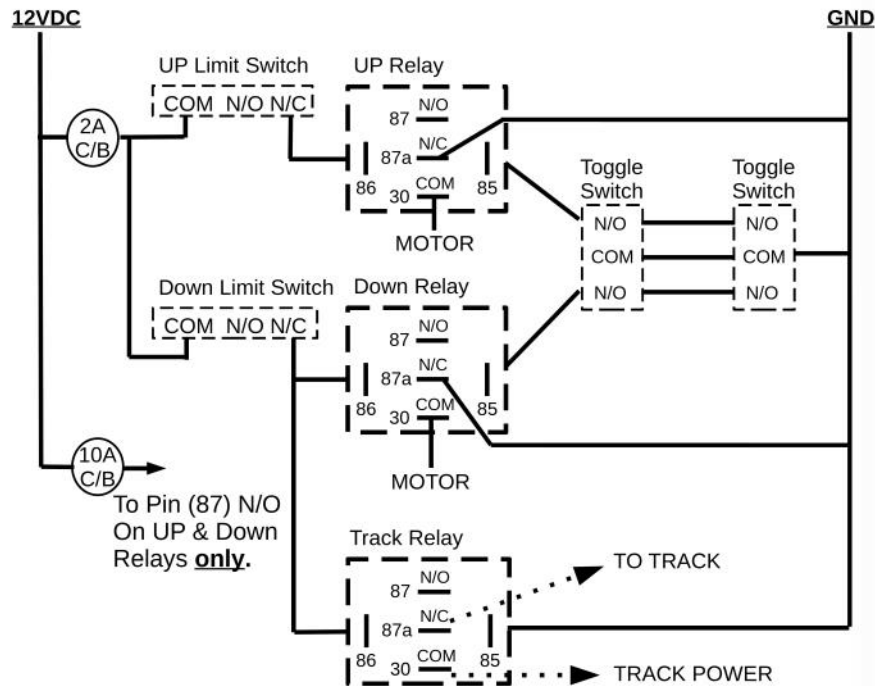


Fig. 6. Wiring diagram.

Scratchbuilding an AP Quality Structure—Part 1 of 3

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

Editor's Note: This is Part 1 of a 3-part article on structure modeling.

I have had numerous conversations with modelers about the nature of the forty points available under the Construction portion during an Achievement Program (AP) evaluation of a model. I really appreciate the move toward a conversational style of evaluation with the modeler present. It is an opportunity to meet the modeler and really understand what they were attempting to model and how they got there. Some of those conversations have included how many of those forty points a kit manufacturer takes away from you just in the preparation of their kit.

I must agree that the pre-cut notches for roof joists, for example, are a huge aid during construction and in the final appearance of a model. The corner cut-outs for precise alignment of the main walls of a structure ensure a perfectly square structure. All of these things, however, tear away at those available forty points.

In my conversations with Bill Fassett, our regional AP manager, we have explored how many points must be achieved before the remaining four evaluation areas can no longer pull the model along to the point count to receive a merit award. Although we have never settled on a hard and fast minimum number for construction points, anything under twenty six or twenty eight makes the going pretty tough.

Those conversations with modelers and being up close to some very cool models only proves to me that we have some very accomplished modelers in the PNR.

However, there seems to be a reverence for some of the structures available from the many laser-cut kit manufacturers. To say that another way, we have some modelers who believe they lack the skills to lay out and construct a building without the aid of a manufacturer to get them started. I am confident most modelers can do the sorts of things that will be discussed here.

Here then is a commentary on making a layout for a structure with the sorts of things a kit manufacturer pays attention to. These include overall dimensions, horizontal matching of siding material, and equalizing the door and window locations. I will take you through how to accomplish these design requirements and have walls suitable for AP quality structures.

My intention here is to help you through a more complicated structure and see it through the eyes of the design people behind the major high-end kits available. You may never purchase a kit again. My intention is not to put them out of business but to make good modelers better. That is an encapsulation of the entire AP program of the NMRA.

The structure objective here is a two-story commercial building that has a lot of windows and other attractive features (**Fig. 1**). There is no specific prototype but it does follow prototype practices in appearance and design.

If your choice of structure is from a prototype or existing plan, things become a bit easier. The abilities of home computer printers now make it easy to size up or down a plan to create full-size elevations to aid in construction. Recall the many full-size plans that come with Campbell Scale Models products. If you have access to photo editor software, there are functions that allow you to square up the prints and take out the skew perspective which distorts most photography.

When making a layout of walls for a structure, the first consideration is to ensure there is enough material on hand to produce all four walls. Piecing together of wall sections is possible, but I will set that aside for now as there are some extraordinary steps for hiding the glue seams.

After selecting the style of siding material, clapboard or shiplap for example, a similar inventory must be taken for doors and windows. Both of the major manufacturers, San Juan Details (formerly Grandt Line) and Tichy Train Group, display the opening dimensions for their individual products in their on-line catalogs. In most cases, they use a decimal system, so translating the data to your siding material is pretty straightforward. Don Tichy also offers a [conversion chart](#) for his part numbers from the original Grandt Line products.

In choosing door and window castings, be very clear about the casings for the model you are creating. If you are using brick sheet material, then there probably will not be a case molding as brick structures have a setback from the outer surface to the window framework. Wood frame buildings will have a case molding that comes out over the finished clapboard surface. I would recommend that you start out with this sort of window treatment as the cutting of the openings are a bit more forgiving. Window openings for brick are not for the faint of heart.

For now, I will stay with clapboard siding materials and cased window castings. To begin then, the sizing of the major walls must be settled upon. When making up the wall pairs, be sure to mark the insides and the “up” positioning, which is especially important with clapboard siding. Simple scribed siding that looks like shiplap is much more forgiving. Another way of accomplishing this is to mark appropriately left and right and front and rear on the interior of all major parts.

Although I am getting ahead of myself here, **Figure 2** shows a four-wall horizontal layout. What is significant here is the location of doors and windows. In most structures, window sills have the same location



Fig. 1. Here is the subject of this article. There is no specific prototype, but it is a frame commercial structure with living apartments above. It is a balloon frame which will be discussed shortly.

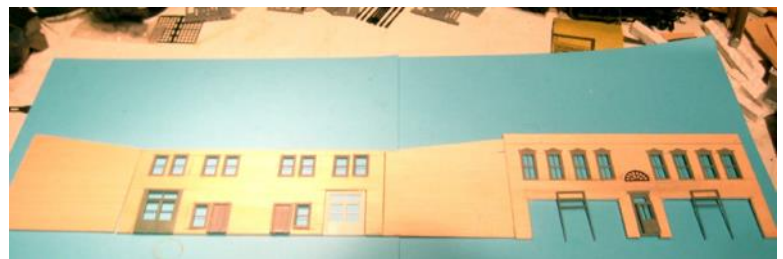


Fig. 2. The four walls laid out showing location of the doors and windows.

horizontally around a building because of the location of floors within the building. Exceptions might be in stairwells where a window may offer some external lighting; thus, it might appear to be between floors.

In most cases, a prototype builder will use the same source for windows on a given structure. Occasionally, the windows on the rear of a structure may be less decorative than the front; but otherwise, windows around a structure will be essentially identical. We will get to the actual cutting out of the windows in a short while.

Windows over storefronts have the same sorts of alignment, only now it is a vertical consideration. Notice also in this photo that side walls align at the rear of the structure. At the front of the building, the side walls come up two scale feet short of the front wall because a decorative cornice on the front rises above the elevation of the side walls. Much of this depends on the prototype being modeled. All of this is for your consideration when making up the wall layouts. These are the very same things that the manufacturers consider.

There also needs to be vertical considerations when locating windows in second floor walls, especially if you are modeling nineteenth century structures as balloon framing was still common (**Fig. 3**). That is where the stud framing went continuously from the mud sill foundation all the way to the double plate capping near the roof line. This sort of framing was largely



Fig. 3. This is a balloon frame house in Chicago, built circa 1870. The window above the door was a stairwell light to the upper level, as evidenced by the smaller space between the window sill and the door's transom light. There was no floor below, thus allowing for the transom light and taller trim over the door. The overall size of the window is the same as the other second floor windows. For the sake of the second floor symmetry, the window is not centered over the door.



Fig. 4. Built circa 1900, this stack frame house shows the belt line between the first and second floors. It is balloon from the second floor and up. The failure in early stack frame was that the lower levels could sag out to one side or the other under the vertical load; as seen here in the white corner molding nearest the camera. The sag is particularly evident as the far end of the structure is still straight. These sorts of observations today are largely non-existent as plywood external to the studs and internal sheet rock are a huge stabilizing force in today's buildings.

outlawed in most major cities by the beginning of the twentieth century for fire safety reasons. The earliest "stack-built" structures could often be identified by a 12-inch (approximately) belt line around the structure that covered the framing of the second level floor framing (**Fig. 4 and 5**).

These considerations are applicable in most frame architecture across the United States. Again, however, such differences started to disappear after 1881. Many municipalities started to establish building codes and many tightened what might have been in place in response to the Chicago fire of 1871. Many cities stopped granting building permits on any frame-built structures in their city core blocks. By 1900, balloon framing was largely relegated to the dust bin of architectural history. The demise was precipitated by the growing unavailability of planked lumber in those lengths and the inconvenience of ship-



Fig. 5. The Otto Haertel hardware building that I scratchbuilt for part of my Prototype Modeling certificate. This was a stack-built structure built around 1875 in Chicago. The belt line is visible on the side and hidden inside the signage over the store front.

ping it in such lengths.

In brick structures, no such external divides are visible as the masons created joist pockets in the internal brick structure and thus framed in the floors, creating their own scaffolding as they built up floor by floor. This is not to be confused with the recurring “tie” courses of brick often on a five- or seven-course pattern. They are not indicative of floor locations.

The most common tools used in most of my structure building are shown in **Figure 6**. The glue tube dispenser is too large to place glue directly on the various parts, so I place a small amount of glue onto a scrap of plastic baggie that the window and door parts are shipped in. The glue does not stick and the baggie can be used repeatedly. The snap top box offers a clue as to how many knife blades I go through. Micro-Mark has the best deal I have found in packages of one hundred blades.

Let’s begin with cutting out the window openings. You will need a good machinist’s square and preferably one with a blocked foot. This will allow you to hook the block to the edge of your workbench and pull the wall boards tight to the block, ensuring very accurate cuts which are square to your foundation line.

In marking up the windows, use the machinist’s square on a known straight edge of your scribed wall panel (**Fig. 7**). If your structure is to have a peaked roof, do not make those diagonal roof line cuts until all windows and doors are marked and cut out. Waiting will allow you to square up your work from all edges of the wall panel and rotate the panel so as to make all cuts in a pulling direction to retain good control of the knife.

Once the openings are laid out, you may need to stiffen the wood from the back side with super glue (CA) before cutting out the various openings (**Fig. 8**). Depending on the structure, some window openings may be located very close together and the remaining wood will become very weak when running with the grain. Stiffening will lower the chance of breaking out.

I use a medium thickness CA as it is a bit slower in “kicking” (setting) and does not get as hot as the very thin options available. In my experience, I have not seen any bleeding through the wood that might alter the paint and finish when applied later. To speed up your work, a super glue kicker (accelerator) may be used and will not warp your finished wood.

When making cuts, cover the area of the wood that will remain with your square so as to prevent the knife straying out onto a surface that will show the error (**Fig. 9**). Place the point of the knife carefully in the corner of the window or door pencil mark and press in firmly before beginning the cut. Then pull the blade to an area beyond half way along the side of the

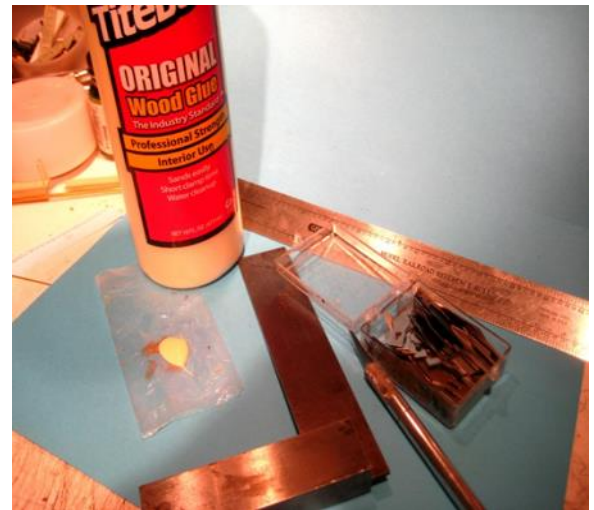


Fig. 6. My most common tools for building structures.

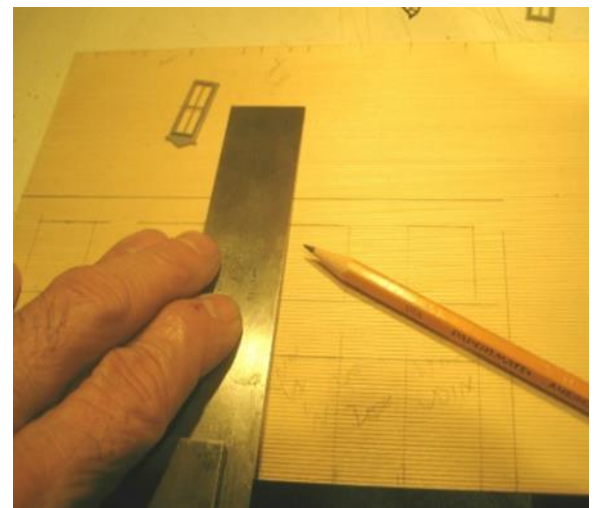


Fig. 7. Line up the machinist's square with the straight edge of a wall panel.

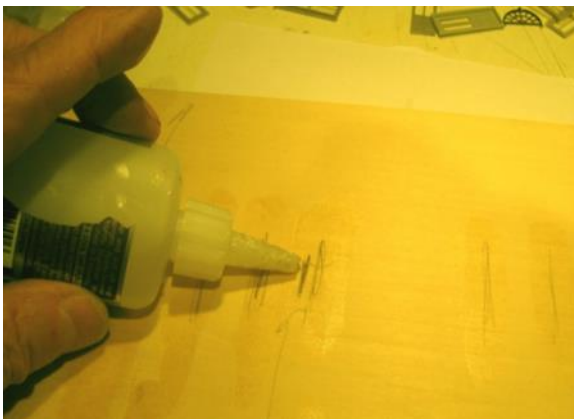


Fig. 8. If doors or windows are close together, use CA on the back side prior to cutting out those openings.



Fig. 9. Position the square to prevent the knife from straying onto the good wall section.

window. Do not attempt to continue the cut to the adjacent corner. You will rotate the panel, relocate your square and again, make the completing cut in a firm, pulling direction. This gives you maximum control of the cut. Do not attempt to cut through the wood panel in a single pull. Use repeated cuts until you have gotten through the entire panel. Having the sides all true and square, rotating the panel ninety degrees and proceeding around the window, the corners will be absolutely clean and square.

To finish cutting out a window opening, make two cuts about 1/8-inch apart through the center of the window opening (**Fig. 10**). This will be very easy if these are in the same direction as the wood grain. Then when you press in the center of the waste material, it will break easily and cleanly giving you the opening that will accept the chosen window or door. What is most important here is that you end up with absolutely clean ninety degree corners to receive the window castings without loading stress into the wood when installed.

A word about sharp. You will need a ton of blades. Even though I keep a whetstone nearby when doing these cuts, a blade will only be good for four or five windows before the point becomes blunted and begins to plow rather than cut the wood. Also, your pencil marks need to be sharp and narrow. You will learn where to make the cut based on what is comfortable—will you cut exactly on the pencil line? Will you remove the line or will you carefully be on the inside edge of the line? Any of these will work if your blades are sharp and your lines neat and thin. After that, be consistent as to where you place your square on or near the pencil line. Be sure you hold the knife so that the cut is square to the surface and not leaving a beveled edge that will hold your window from pressing into the opening easily and not wrench at the wood structure when installed.

Figure 11 shows the front and rear walls with windows and doors cut out. I'm building this model to represent a balloon frame structure. The areas between windows and doors have all been reinforced with super glue. The vertical strip between the walk-through door and window on the first floor of the rear wall are far too fragile to stay together during construction. All openings were done with a method of rotating the sheet stock and a machinist's square placed along all four sides so as to allow pulling of the knife. As noted earlier, on any structure that might have a peaked roof line, those angles would be cut after all of the openings are established and cut out. The work with your square has been completed.

A test fitting of the windows and doors is next to ensure correct openings before continuing (**Fig. 12**). This offers one last test for spacing, height, and ease of installation. None of these considerations are easily adjusted once the four walls are glued up and standing.

In dealing with the side walls, these are relatively simple as there are only door openings for the second floor. I chose to not have any windows on these side walls. As there was no prototype, this was an easy decision. There is enough going on with the store fronts and stairs to attract attention away from what windows might have been selected.

It is imperative that the walls are exactly mirror opposites of each other. Not only does this affect the structure being square but it impacts the ability to sit flat on a foundation and not be



Fig. 10. The two final cuts in a window or door opening showing how they can help remove the waste material.



Fig. 11. Front and rear walls with doors and windows cut out.



Fig. 12. Test fitting the doors and windows.

tippy (**Fig. 13**).

I reinforce the corners with 1/8-inch strips of clear pine cut out on my table saw. I place them a bit short of top and bottom as often there are things that need to be added for roof or floor parts. Even with an interior, these do not get in the way later. They do, however, offer a strong gluing surface and facilitate squaring up of the overall structure.

An additional note on gluing up wooden parts. There is a thin balance between applying enough or too much glue on a surface. With yellow glue, it is not necessary to wet both surfaces. A thin bead of glue on one or the other surface is adequate. When pressed together, a small amount of glue should squeeze out. This indicates a wetting of the entire joint. What to do with the glue pushed out will become a piece of painful consternation. You must resist the urge to scrape it away immediately. This will only press the glue into the pores of the wood and detract from an even finish in paint or stain. Do not use a wet cloth or cotton ball to clean up either as it over wets the wood and causes distortion and dilutes the bonding qualities of the glue.

Yellow glue has a surface tension just as most liquids have. If the joint has not been so flooded with glue that it is going everywhere, it will not penetrate into the surface that it appears to be flowing onto. Wait about five to ten minutes. This is the part that is painful—the waiting. The glue goes into a doughy stage that can work to our advantage. Once the glue has tacked off, parts should not be moved or adjusted further as it will fracture the joint but it can be cleaned up. Use a small chisel blade and scoop up the glue. You will see it carve up easily and not be pressed into the wood grain. Square shovel-blade X-Acto knives work very well for this clean up. Final sanding is almost always unnecessary.

When gluing the four walls is considered, for many years I would accomplish this in two separate glue sets. I adopted the habit that the longer arm of the two walls would always be on my right. That prevents gluing the wrong corners to each other. But the two glue sets also gave avenue to an error of the entire structure being square when placed into each other. So, I have since changed to one glue set that takes care of everything. This is the only glue set that I would encourage you to let sit overnight. Most other steps can be moved on from in only a few minutes and continue on with your next.

What makes this process work is that the opposite walls are exactly the same length and appropriate height. When glue is applied, there is time to work it and pull the corners to each other. After everything is wet with glue and standing, I place a square on only one corner and then ensure that all other corners meet evenly with nothing sticking out (**Fig. 14**). I only need to hold it together by hand for a minute or two. Yellow wood-working glue sets up very quickly and will not move if left undisturbed for several hours. Cleanup may be done as noted above without disturbing the bonding process. There are any number of corner clamp tools available and they appear to work well. I have not found a need for such tools with the method I have described above.

The cornice work at the roof top is held with clothespins as clamps (**Fig. 15**). Additions like this only need an hour of wait time before going on. This will be the anchor for all of the decorative architectural features and will aid in the front wall staying straight.

Next, I attached 4x4 posts to create the corners of the door insets and below the store front windows are strips that tie the 4x4s together (**Fig. 16**). The sections across the doors will be removed later as other pieces are applied for additional strength. In trimming out the store fronts, I made up just simple frames to



Fig. 13. The side walls need to be mirror images.



Fig. 14. Squaring up the wall assembly.



Fig. 15. Clothespins are inexpensive, readily available clamps.



Fig. 16. Initial framing for the windows and doors.

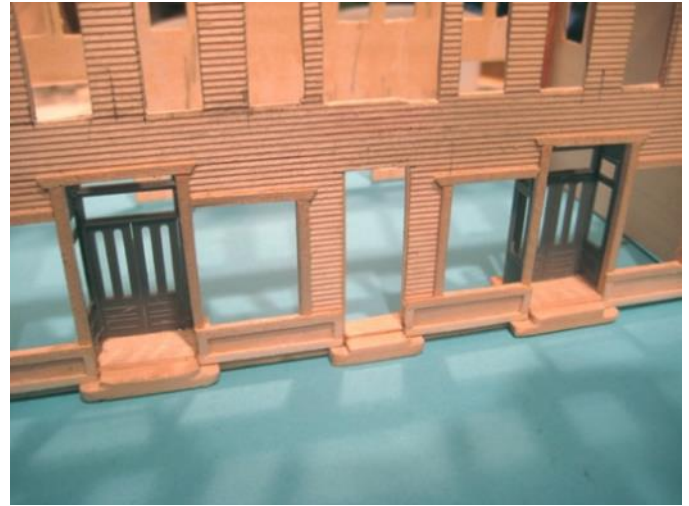


Fig. 17. Final window and door trim.

go around the windows (Fig. 17). This allowed me to create framed areas below the windows which would have text that told of what items the store sells. Note the rounded stone steps as I will later create a cut-stone foundation for the entire building. Also in place are the set back door sets which are available from Tichy Train Group. Figure 18 shows the location of corbels I will be adding.

A view of the interior (Fig. 19) shows how I installed the set back door parts and the little additional reinforcing needed to hold the whole thing together. At the last I found an old SS Ltd casting of a bay window that yelled really loud, "Use me!"



Fig. 18. Here the cornice is marked out for spacing of the decorative corbels.



Fig. 19. A view of the interior construction.

Previously, I had planned on using an arched window light casing for over the center door to light the stairwell that shows in the earlier photos above. This was a really fun addition.

Outside steps can become tedious to construct but it is a fun eye-catching addition (Fig. 20). Both of the photos on the next page provide a glimpse of the two exterior stairs leading from the second floor (Fig. 21). There are several sources of stairway assemblies. Tichy # 8213 or San Juan Details # 5176 would be good options for premade



Fig. 20. Close-up shots of the exterior stairway details.

assemblies. Many years ago, a modeler friend used a laser cutter and made a sheet of diagonal stair step stringers. Campbell Scale Models had a plastic casting of stringers for their kits but I have never found a source of stringers by themselves. Also, Central Valley Model Works makes a large plastic sprue of assorted stairs and ladders; with both open and closed tread risers.

Some final details about this structure: All of the windows are made from cut microscope slides. The thickness of the glass is not an issue as it cannot be calculated when looking in from the outside.

All of the signs were produced on Adobe Photoshop software. I have no ability to print in white but the software allows the user the ability to set the background color to white and then choose the color of choice for the printed letters. Once done, there is a toggle to do a photo reversal, very much like inversion on old black and white photo negatives. It then prints the background in the chosen color of the letters and prints nothing in the letters; thus, the white paper backing shows through. These are then glued onto recessed sign boards to hide the paper edge.

The names *Duffis* and *Hasbrouck* are names in Nampa, Idaho, that hold a long historical tradition. Visitors to the railroad quickly make that connection to local history.

Here then are close-ups of the two store fronts (**Fig. 21**). They are essentially the same other than color choices. It is uncommon for an architect or builder to make significant style changes in a single structure. The interiors are shown here but will be the subject of a second part of this article in the next *Switchlist* issue.



Fig. 21. These photos show the bay window, stairways, signage, stone foundation, and other details, including the interiors.

In part two of this story, I will describe more of the paper interiors and how to accomplish illusions of depth. For now, I hope this has been instructional and allays your fears about scratchbuilding wooden structures.

Watch for Part 2 in the February 2024 Switchlist.

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.

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, President

Plan your work and work your plan! That was the advice a few of us got as young teenagers working on our Boy Scout God and Country religious emblem. Looking back more than fifty years, it has turned out to be pretty good advice about getting through a lot of things in life.

Well, as the expression goes, "It's modeling season" here in north Idaho where I live. The days are short, leaves are off the trees, the air is cold, and there is snow in the mountains. I know it is just a matter of time before I will be shoveling the driveway! So, after a five-month hiatus of enjoying my other hobbies in the great outdoors, it is back to the basement train room for a few hours most days.

I have been giving a lot of thought to what I would like to accomplish in the train room in the coming months. I have actually started to make a list and posted it on the blackboard next to my workbench. The list of projects still needs some refinement and a few more details about the major components required to complete each project, but I am developing a plan!

In previous *Switchlist* articles, I have shared with you that I am building a layout in the basement of our new "retirement" home. In the past couple of years, I have finished all of the benchwork, laid and wired all of the track, and can actually run some trains! I still have a lot of Tortoise® switch machines to install and the related toggle switches on the fascia to make them work. Oh yeah, and address a couple of nagging shorts that keep popping up! Track work (and its electrical brother) is probably my least favorite part of the hobby, but I recognize that without it I won't have a layout. I can't wait to get to "scenery," but I recognize getting stuff done in the right order is necessary in our hobby.

Now that I have a pretty good working list of projects I want to finish and a timeline in mind, it's time to start working on a plan: how, with what materials, budget (although I think I have most of what I need), how long each project should take, and help I think I will need (or like to have) from others.

Another part of my planning this time includes looking at the SOQs of several AP Certificates that I am "about halfway through." With some advanced planning, I think a couple of the projects on my list can shore up most, if not all, of the requirements I have left for Model Railroad Engineer – Civil and Electrical.

In addition to working on my own layout, I plan to focus a lot of attention in the coming months on making our PNR Pathfinder and New Member On-Boarding programs a working reality! Please see related *Switchlist* articles on these two important topics.

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

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



You are a (Master) Model Railroader

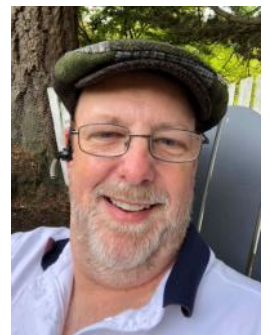
Richard Kürschner, Vice President

Let me be up front, this is NOT an article about being a Master Model Railroader®. This article is about being yourself!

You may not have the letters *MMR* after your name, but you are building, or have built, parts of, or all of, a model railroad. You ARE good at some areas of that activity. Not all areas, by any means, but at least in some of them. You probably aren't the BEST at any of those areas yet (and you may not even aspire to be the best), but you are better than most who are new to the hobby. In other words, you really are a master within your area of expertise, be it scenery, electrical, model building, research, benchwork, design, or whatever else it is that gives you pleasure with in our hobby. Trust me. If you really were bad at everything, you wouldn't still be in the hobby.

No, I am not going to ask you to present a clinic. (But, yeah, you really should do that!)

Elsewhere in this issue, our Regional President, Jeff Herrmann, has an article on one of the programs the Board had developed to maintain and grow our membership. Part of this New Member On-Boarding includes assigning each new member a "Pathfinder" to help guide them around the NMRA and maybe more.



So I am asking you step forward when your Division Superintendent calls to be that Pathfinder for a new member.

You will be expected to simply share your interest in the hobby, answer questions they might have about the NMRA, invite them to a Division meet, and generally be the first face of the NMRA for this new member.

You don't have to show them your pike (but you could), you don't have to carpool with them (but you could), you don't have to demonstrate any modeling skills (but you could), you don't have to give any presentations (but you could), and you don't have to rush out in the middle of the night to deal with any crises (seriously, don't do that!). You simply need to be able to talk.

"But, but, but, I don't know what to say!" I hear you sputter. Fret not! Besides the fact that we give you a list of topics and prompts, you already know what to talk about. This isn't your condescending in-law who makes side remarks about you playing with toys. This isn't your clueless boss who wouldn't know the difference between a diesel locomotive and a DCC decoder. Nope. This is a fellow model railroader. So talk about trains! You are a master at that!

The NMRA is a member-driven organization. It isn't NMRA President Gordy Robinson or the National Board that delivers benefits to the members. It is the individual members like you who make the difference within the organization. I encourage you to be a Pathfinder, to make a difference, to be a master.

And sure, present a clinic too!

Treasurer's Report

Rick Martin, MMR

Greetings fellow Region members.

Status quo is the phrase of the day. Well, this duty is a function of what is done by many of you. There have been no significant financial changes since my last report. There are a couple of items to mention that follow.

One of the reports that I have on my calendar is our filing with the Washington Secretary of State. That report is typically filed in August for the September deadline. Since our organization does not net \$50,000, the report filing is an on-line task with a payment of \$20.00.

I will also add that our one-year CD matures soon and will be renewed, assuming the rate works for our group. I will update in my next report.

If there are questions regarding the treasurer's actions or activities, please do not hesitate to send me an email. I will answer in due course as appropriate.



Respectfully submitted,

Rick Martin, MMR

PNR Treasurer

Office Manager's Report

James Keena

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of October 2022 through October 2023. As you can see in Table 1, the Pacific Northwest Region, which is made up of seven (7) divisions, currently has a total of 1,401 members, of which 34 are Rail Pass members. Unfortunately, we had a loss of 21 members due to death. Table 2 shows that we brought in 212 new members over this same period, of which 48 are Rail Pass members.

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

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

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

| Div | Oct-22 | | Nov-22 | | Dec-22 | | Jan-23 | | Feb-23 | | Mar-23 | | Apr-23 | | May-23 | | Jun-23 | | Jul-23 | | Aug-23 | | Sep-23 | | Oct-23 | | 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 | 79 | 1 | 77 | 1 | 83 | 0 | 80 | 0 | 80 | 0 | 79 | 3 | 79 | 3 | 79 | 3 | 80 | 4 | 79 | 3 | 79 | 3 | 80 | 5 | 72 | 5 | -7 |
| 2 | 119 | 1 | 115 | 1 | 128 | 1 | 120 | 0 | 118 | 1 | 119 | 1 | 115 | 1 | 112 | 1 | 111 | 1 | 112 | 1 | 115 | 1 | 110 | 2 | 110 | 1 | -9 |
| 3 | 64 | 0 | 64 | 1 | 65 | 0 | 65 | 0 | 61 | 2 | 65 | 3 | 74 | 3 | 65 | 3 | 67 | 3 | 66 | 3 | 66 | 2 | 66 | 5 | 64 | 5 | 0 |
| 4 | 435 | 10 | 430 | 10 | 444 | 2 | 445 | 0 | 429 | 10 | 436 | 12 | 432 | 15 | 431 | 17 | 429 | 16 | 435 | 15 | 430 | 15 | 423 | 15 | 440 | 12 | 5 |
| 5 | 200 | 6 | 195 | 4 | 197 | 0 | 193 | 0 | 185 | 4 | 180 | 3 | 175 | 4 | 179 | 3 | 182 | 4 | 186 | 4 | 189 | 3 | 177 | 4 | 186 | 5 | -14 |
| 6 | 199 | 1 | 198 | 1 | 194 | 0 | 201 | 1 | 204 | 2 | 198 | 2 | 198 | 4 | 204 | 5 | 211 | 5 | 219 | 4 | 259 | 3 | 258 | 4 | 262 | 2 | 63 |
| 7 | 270 | 1 | 266 | 1 | 256 | 0 | 259 | 0 | 257 | 1 | 263 | 2 | 261 | 3 | 254 | 2 | 255 | 3 | 255 | 3 | 256 | 3 | 264 | 4 | 267 | 4 | -3 |
| Tot | 1366 | 20 | 1345 | 19 | 1367 | 3 | 1363 | 1 | 1334 | 20 | 1340 | 26 | 1334 | 33 | 1324 | 34 | 1335 | 36 | 1352 | 33 | 1394 | 30 | 1378 | 39 | 1401 | 34 | 35 |

Table 2. New members showing Rail Pass portion by Division

| Div | Oct-22 | | Nov-22 | | Dec-22 | | Jan-23 | | Feb-23 | | Mar-23 | | Apr-23 | | May-23 | | Jun-23 | | Jul-23 | | Aug-23 | | Sep-23 | | Oct-23 | | 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 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 9 | 4 |
| 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 13 | 1 |
| 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 12 | 5 |
| 4 | 2 | 0 | 5 | 4 | 1 | 0 | 5 | 0 | 2 | 2 | 5 | 4 | 24 | 4 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 52 | 19 |
| 5 | 6 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 13 | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 7 |
| 6 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 6 | 2 | 1 | 0 | 9 | 2 | 4 | 0 | 4 | 0 | 0 | 0 | 33 | 0 | 1 | 1 | 1 | 0 | 63 | 6 |
| 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 1 | 14 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 8 | 1 | 3 | 1 | 35 | 6 |
| Tot | 9 | 0 | 8 | 7 | 2 | 2 | 12 | 0 | 11 | 4 | 14 | 8 | 73 | 8 | 12 | 2 | 4 | 2 | 5 | 2 | 36 | 2 | 13 | 8 | 13 | 3 | 212 | 48 |

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

| Div | Oct-22 | | Nov-22 | | Dec-22 | | Jan-23 | | Feb-23 | | Mar-23 | | Apr-23 | | May-23 | | Jun-23 | | Jul-23 | | Aug-23 | | Sep-23 | | Oct-23 | | |
|------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|----------|
| | 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 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 |
| 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 0 |
| 4 | 16 | 1 | 8 | 2 | 9 | 0 | 7 | 0 | 10 | 1 | 10 | 1 | 8 | 0 | 8 | 0 | 3 | 1 | 5 | 0 | 7 | 1 | 15 | 1 | 4 | 1 | 1 |
| 5 | 3 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 5 | 0 | 3 | 1 | 10 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 |
| 6 | 4 | 0 | 2 | 0 | 4 | 1 | 1 | 0 | 14 | 0 | 9 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 2 | 0 | 0 |
| 7 | 3 | 0 | 5 | 0 | 11 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 7 | 0 | 10 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 1 | 1 |
| Tot | 34 | 1 | 18 | 3 | 26 | 3 | 15 | 0 | 35 | 2 | 28 | 2 | 36 | 0 | 25 | 1 | 6 | 1 | 14 | 2 | 16 | 2 | 23 | 1 | 16 | 3 | 0 |

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

| Div | Oct-22 | | Nov-22 | | Dec-22 | | Jan-23 | | Feb-23 | | Mar-23 | | Apr-23 | | May-23 | | Jun-23 | | Jul-23 | | Aug-23 | | Sep-23 | | Oct-23 | | |
|------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|----------|----------|-----------|----------|-----------|----------|----------|----------|----------|
| | 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 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| 4 | 5 | 0 | 15 | 0 | 7 | 2 | 4 | 1 | 5 | 1 | 8 | 0 | 10 | 1 | 7 | 0 | 8 | 0 | 3 | 1 | 6 | 0 | 6 | 1 | 0 | 0 | 0 |
| 5 | 4 | 0 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 4 | 0 | 4 | 1 | 4 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 6 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 13 | 0 | 9 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 |
| 7 | 1 | 0 | 1 | 0 | 3 | 0 | 11 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 6 | 0 | 7 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| Tot | 17 | 0 | 29 | 1 | 14 | 3 | 19 | 3 | 12 | 1 | 30 | 1 | 28 | 2 | 29 | 0 | 23 | 1 | 6 | 1 | 11 | 2 | 14 | 2 | 7 | 0 | 0 |

Achievement Program Report

Bill Fassett, AP Manager

CONGRATULATIONS TO OUR NEWEST MMR – BILL YANCEY

In August, MMR #745 was awarded to Bill Yancey of Boise, Idaho, in Division 3. I want particularly to share his recent journey to this achievement because it demonstrates how important regional teamwork can be. Bill was active in the NMRA for a number of years and was already an accomplished modeler when he “swept the rolling stock category” with O-scale entries at the Portland National Convention in 2013, according to Bob Parrish. This past year, he became active again in the NMRA, and decided to attend the spring meet in Alberta, where he displayed several wonderful models, according to Doug Burton. He talked with Doug a bit about the AP program, and Doug let me and Bob Parrish know about the conversation. This was in June. By August, Bob and his Division 3 team had reconnected with Bill and documented the following AP certificates: Master Builder – Cars; Master Builder – Structures; Master Builder – Scenery; Model Railroad Engineer – Civil; Model Railroad Engineer – Electrical; Chief Dispatcher; Model Railroad Author.

Featured Category: AP Certificate Master Builder – Cars

Modelers earning the status of Master Model Railroader (MMR®) will have earned AP certificates in each of four major areas: Model Railroad Equipment, Settings, Engineering and Operation, and Service to the Hobby. The Cars category belongs to the first area, Model Railroad Equipment, along with Motive Power. For the first half of 2023, 9% of all AP certificates worldwide were for Cars, and 2% were for Motive Power.

Evaluated according to a matrix

The Cars category is one of three categories where the model is evaluated according to the NMRA Achievement Program Assessment Guidelines: Motive Power, Cars, and Structures (<https://www.nmra.org/sites/default/files/education/achievement/pdf/2006-judging-guide-lines.pdf>). Evaluations of models in these categories is based on matrices (also known in educational circles as “rubrics”) covering five aspects of model building:

- Construction – How complex or difficult was it to build the model, and how well the modeler completed the model? [0-40 points]
- Detail – How many detail parts were added to the model, and how complex or difficult was it to add the detail? [0-20 points]
- Conformity – How well does the model reflect the real world? If the model is based on a prototype, does the model have the design features of the prototype? If the model is freelanced or kitbashed, how logical is the result? [0-25 points]
- Finish and Lettering – How accurate and complete is the lettering and painting of the model, and how well is the finish (painting, texture, weathering) applied? How much lettering is present? [0-25 points]
- Scratchbuilding – How much of the model is built from scratch, and how difficult was the scratchbuilding? A model in which more than 90% of the parts are scratchbuilt is considered a “scratchbuilt model” for the purposes of the AP certificate. [0-15 points]

To qualify for a Merit Award, a model must score at least 87.5 points out of a total of 125. This is 75%, or the equivalent of a “C” grade when most of us went to school. **A “perfect” model is not required.**

Super detailed

Models that do not qualify for a Merit Award are still eligible for completing the requirements of the certificate if they are well-constructed and “super detailed.” A model built from a kit showing no extra effort to customize is unlikely to meet this requirement. However, adding relevant details, such as brake details, prototypical weathering, interior lighting, air hoses, interiors, and diaphragms should help meet this requirement.. Many of the models on our layouts are designed to look realistic from 4 to 6 feet away; a super detailed model will survive a much closer inspection.

What is a “car?”

According to the NMRA website, “A ‘car’ is just about anything that runs on rails and is not self-propelled.” Examples include: freight cars, passenger cars, MOW cars including cranes and similar equipment, snow plows, water cars, cabooses, cable cars, unpowered (dummy) locomotives, and the like.

A “passenger car” is any car that “would normally be found in a regular scheduled passenger train.” Baggage cars, RPO cars, business cars, or other passenger-carrying cars qualify.

Requirements for an AP Certificate

- A total of eight cars – which must be “operable” and roll on track, negotiate curves and switches without derailing, and be able to be pulled or to pull other cars
 - Four different types of cars
 - At least one passenger car
 - Four must be scratchbuilt, meaning more than 90% of parts are made by hand. These commercial parts are excluded:
 - Wheels and trucks
 - Couplers
 - Lights
 - Car brake fittings
 - NBW castings, roof shingles, and rivets
 - Basic wood, plastic, and metal shapes

- Non-scratchbuilt cars must be super detailed using commercial or scratchbuilt parts.
- Four of the cars must have received Merit Awards

Some observations on cars

- FLAT CARS may be the easiest cars to scratchbuild, and many are quite suitable for Merit Awards. The region awarded several Merit Awards to the 30-foot flat cars that were constructed during the Modeling with the Masters session at the Tacoma convention.
- Unless modified or kitbashed, ready-to-run and fairly simple plastic kits will not be complex enough to achieve a Merit Award. In essence, the manufacturer removes from the modeler the opportunity to score well in the Construction area.
 - By losing 10 to 15 points in the scratchbuilt area, a model that gets less than 28 points for construction will struggle to achieve a Merit Award. For example, a “very good” score in Construction for a “Simple” model can get no more than 24 points, and there are only 70 points remaining from Conformity, Detail, and Finish, assuming “exceptional” quality in those categories.
- In general, merely repainting and lettering an RTR model will not be sufficient for a Merit Award, but with sufficient super detailing will qualify for one of the non-MA models.
- Some older kits, such as Ambroid kits, or “boxes of sticks,” are excellent candidates for Merit Awards because they are likely to quality as scratchbuilt or mostly scratchbuilt, particularly if the modeler replaces any pre-cut pieces with new wood.
- The plans and drawings included in a laser-cut kit can provide a good basis for scratchbuilding a car if you toss the laser-cut parts and use basic shapes.
- Merit Awards are most likely to be earned by models that are determined from the beginning to be evaluated.



This On3 work car conversion kit from Banta Model Works is a fun build.



Relationship to other award categories

If you have built cars based on a prototype picture, and have pictures of those cars in a prototypical scene, you have the basis for a submission in Prototype Modeling. Lighting of your cars or including animated features can contribute to the Electrical certificate.

Paperwork Reduction

Be sure to use the 2019 Statement of Qualifications form, not the 2006 version, since the separate Record and Validation form is no longer used.

The documentation specified in part 3 of the SOQ is not sent to National, and the evaluation team may rely on an interview with the modeler to obtain the information required. Copies of the Merit Awards are needed.

Awards Earned since the last *Switchlist*

Golden Spike Award—

David Kinnaird

Bill Smienk

Merit Awards—The following members have earned Merit Awards:

Malcolm Anderson—Structures (5)

Bert Cripe—Scenery

Greg Kujawa—Civil (3)

Larry Sebelley—Cars

Bill Smienk—Scenery, Structures (8)

Bill Yancey—Civil (3)

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

Malcolm Anderson—Master Builder – Structures

Bert Cripe—Master Builder – Scenery

Doug Hicks—Model Railroad Engineer – Electrical

Matt Frampton—Association Volunteer

Michael L. Johnson—Association Volunteer

Greg Kujawa—Master Builder – Structures; Model Railroad Engineer – Civil

Lee Marsh—Association Volunteer

Frank Ralph—Association Volunteer

Bill Smienk—Master Builder – Scenery; Master Builder – Structures; Model Railroad Author; Model Railroad Engineer – Electrical

Dave Thompson—Association Volunteer

Bill Yancey—Model Railroad Engineer – Civil; Model Railroad Engineer – Electrical; Master Model Railroader®

The AP Team congratulates these superior model railroaders!

Selected Pictures

Here are some pictures of Bill Yancey’s award-winning work:



Division Reports

1st Division

Charlie Hutto, Superintendent

Hi. I'm Charlie, the new superintendent of 1st Division. I still have a lot to learn, and I thank Rich Pitter for his past service to the Division, as well as his offers to help me along the way. I hope to get together with our board members sometime in the next few months and get one or two mini-meets on the calendar for 2024.

2nd Division

Jeff Shultz, Superintendent

2nd Division has been holding bi-monthly meets, with the September meeting attracting 20 members. Greg Baker showed us how he makes his Douglas-fir trees, and Jeff Shultz led a presentation on accessing the online *NMRA Magazine* and the new NMRA Interchange Discord server. Video of this meet can be found at <https://www.youtube.com/watch?v=qmGnjsqA90E>.

Other recent videos on the 2dPNR YouTube channel include three different videos on layouts that were displayed at the 2023 NMRA National Convention in Dallas (Grapevine), Texas—an N scale switching layout, the South Dallas Model Railroad Club in HO scale, and the FreeMoN layout used for Ops Roadshow presentations and training. The videos can be found on the 2nd Division YouTube channel at <https://www.youtube.com/@2dpnr>

The next 2nd Division meet will be November 18th at 10 a.m. at Court St. Christian Church, 1699 Court St., Salem, Oregon. We're looking forward to seeing Larry Nunn's HO scale layout located in a room built especially for it, and Jeff Shultz will have some T-Trak modules to show off. Contact Jeff at superintendent@2dpnr.org if you would like to present a clinic. It is anticipated that this meet will be "Zoomed." Look for announcements on the 2dPNR Facebook page at <https://www.facebook.com/PNR2ND>.

3rd Division

Shelley Shelstad, Superintendent

The 3rd Division is proud to welcome two new MMRs: Warren Smith and Bill Yancey. They join our previous five MMRs, giving us a total of seven, almost 10% of our membership!

In October, we held our annual Fall Meet, and by all accounts, everyone had a great time. In addition to welcoming our two new MMRs and hearing about their journey to MMR, the meet featured AP judging; a Silent Auction; Popular Model Contest; a "Show and Tell" discussion; recognition of 3rd Division member Robert Ray, who took Best-of-Show at the Dallas NMRA Convention for his scratchbuilt Z scale Box-Cab locomotive; a "round-robin discussion;" our Semi-Annual Business Meeting; a group lunch; and a layout tour. Almost half of our active membership attended.

In other news, the 3rd Division is happy to announce the formation of a private Facebook Group that will allow 3rd Division members a new method of communicating with each other. Our other ongoing regular division activities include our monthly 2nd Tuesday Pizza and Train discussion; 3rd Monday train Zoom meeting; 4th Saturday Lunch and Layout Tour. Plus, this month we are adding a new event, 1st Saturday Coffee and Trains.



2nd Division Meets Online

2nd Division has scheduled Meets on the 3rd Saturday of each month. For more info, see: <http://www.2dpnr.org/Events.html>

. Recorded Zoom Meets are at: <https://www.youtube.com/channel/UCWMrJ-wg0pHqoke3px4F66g>

4th Division

Bill Messecar, MMR, Superintendent

Our seven monthly on-line clinics have resumed this fall—look at the schedule in the 4th Division *Grab Iron* and join us. Modular groups participated in shows at Lynden and Maple Valley, Washington, in October. Many of our modular groups will also be participating in the Christmas Model RR show at the Washington State History Museum from December 22 to January 1, 2024, except for December 24/25.

5th Division

Bill Voogd, Superintendent

No report this quarter.

6th Division

Ed Molenkamp, Superintendent

No report this quarter.

7th Division

Victor Gilbert, Superintendent

No report this quarter.



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>

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: Various books and technical references on the **UP, SP, and B&O**, such as:

Union Pacific Lines, Common Standard Drawings, V1-V4;

SPH&TS: *Southern Pacific Passenger Cars - V1-V5;*

Southern Pacific Lines, Common Standard Drawings, V1-V5;

Southern Pacific Freight Cars, V1 - V5;

The 50 Best of B&O, Books 1 through 5.

Complete list and asking price available upon request.

For more information, please contact:

Loren Martell: saltnpapper69@live.com



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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!

Last Call! Only One MOW Shed Kit Still Available!

Jeff Herrmann, President

After the PNR convention this past May, we are now down to only one kit remaining and it's for sale at \$30. These kits were the ones used for the Modeling-With-the-Masters clinic at the 2022 PNR Convention in Eugene. The kit was originally produced by Motrak 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 your check payable to: Pacific Northwest Region–NMRA

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



NMRA Partnership Program



The partners listed below give discounts to NMRA members when orders are placed using a special discount code. Newly added partners are in **bold red**. Check them out! You can find descriptions of these companies and their products, links to their websites, and the discount codes on our Partnership Page at nmra.org/partnerships. Remember, you need to be logged into our site as a member to see the codes! Go to nmra.org/user/register to register your name on the website.

Bespoke Rail

CatzPaw Innovations

CB Train Junction

Clever Models LLC

CMR Products LLC

Coastmans Scenic Products

Composite Designs, Inc

Conowingo Models

Daylight Sales

Deepwoods Software

Deluxe Materials

Dwarvin Enterprises, Ltd.

East Coast Circuits

Enterprise & National Car Rentals

Evan Designs

Feight Studios

Fusion Scale Graphics

Gatorfoam

Great Decals!

Green Frog Productions

Highways and Byways Model Railroad

Graphics

Hot Wire Foam Factory

K.I.S.S. Method Inc

LaBelle Woodworking Co.

LARC Products

Logic Rail Technologies

MAC Rail, LLC

Micro-Mark

Mine Mount Models, LLC

Miniprints

Model Rectifier Corp. (MRC)

Model Train Catalogue

Modelers Decals & Paint

Motrak Models

Mudd Creek Models

New Creations Victorian Railroad Buildings

Nick and Nora Designs

Northlandz

N Scale Works

Old West Scenery

Ram Track

RR-CirKits, Inc

Scale Model Plans

Scale Railroad Models

Scenery Solutions

Showcase Miniatures

Team Track Models

The N Scale Architect

The Old Depot Gallery

Tichy Train Group

Touch of the Brush Model Weathering

Train Installations, LLC

Trainmasters TV / Model Railroad Hobbyist Store

Train Show, Inc

Trainz

TSG Multimedia

UGEARS

USA Airbrush Supply / Badger Airbrush

WiFi Model Railroad LLC

Timetable

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

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

2023

Nov 18-19, 25-26, Adair Village, OR

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

Nov 18 (Sat), Salem, OR

2nd Division will hold a meet on November 18, 2023, at Court St. Christian Church in Salem, Oregon. Address: 1699 Court St., Salem, OR 97301. Map link: maps.app.goo.gl/QEFvYcyusAQ6fV9A7 Time: 10 a.m. - 1 p.m.

2024

May 22–26, Surrey, BC

2024 Pacific Northwest Region Convention "2024 Surrey Excursion" includes self-guided layout tours, contests, displays, AP evaluation, clinics, operation sessions, and in-house non-rail activities. At the Sheraton Guildford Hotel. Info: <https://pnr2024.7divpnr.ca/>



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

NMRA Calendar Online

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

Then check out the online **NMRA Calendar**.

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

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

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Ballot, Canada: *Position vacant; please volunteer!*
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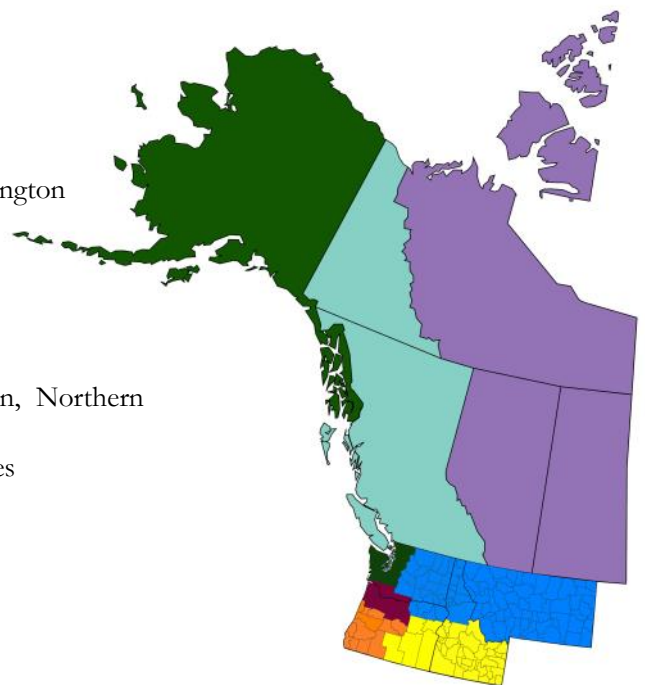
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Pacific Northwest Region National Model Railroad Association

-  **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



Some Christmas Gift-Giving Advice

John Martin, 7th Division

It's hard to buy a Christmas gift for people like you and me. Spouses understandably have a difficult time trying to decide which expensive locomotive to put under the tree. Sometimes the choices are so confusing that they don't give us any RR stuff at all—which is really odd.

We have a better idea: Why not drop a hint that you'd like to attend the Regional NMRA convention next spring?


Very carefully, use your best pair of modelling scissors to cut out this coupon and post it on the refrigerator door. (Note: It's okay to cover up a few of the other photos or artwork for a few weeks.)

If you're reading this edition of the *Switchlist* on-line, try not to damage the glass on your monitor when you cut out the coupon. Better yet, print it instead!


Your significant other needs help at Christmas. This is a great way to provide it.



Cut along the dotted line and post this on your fridge door, if you can find room.



HINT - HINT - HINT



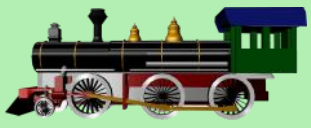
Dearest:

Santa's elves have come up with a terrific Christmas gift idea for the Model Railroader in your life (that's me). I'd sure like to attend the Regional NMRA convention next spring.

Send an email to Santa's helper Larry at:

PNR2024Registrar@outlook.com

He'll get back to you with details about how to get a ticket to put under the tree for me. (PS: You can come too if you want, and we can have a delightful week together in Vancouver, BC.)



Right now, until Dec 31st, registration is offered at substantial discount. Don't miss out! You can get a great deal on a ticket to the 2024 "Surrey Excursion" Regional Convention in Surrey, BC, on May 22-26, 2024 – if you act now.

For our fellow Canadians, we're currently giving a \$40 reduction on the regular price of \$169. That's only **\$129** until Dec 31st. Not bad for four days of fun and entertainment and way cheaper than tickets to see Taylor Swift.

If you are lucky enough to live in the USA, that works out to under \$100 USD (at today's exchange rate) for a feature-packed program of events. You'll also save significantly on hotels and everything else with the stronger US Dollar when you visit us.

Come on up to Vancouver, BC. You'll have a good time, and we'd love to welcome you to our beautiful region.