



# The Switchlist

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

May 2024

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Form 255  
UNION PACIFIC RAILROAD COMPANY

Job No.	Engine	Locomotive	SWITCH WORKED		WORKS WORKED				Description of Work
			Start	End	Start	End	Start	End	

### Illinois Central Gulf Switchlist

YRS15. ... Reserve  
St. Rose, LA

SPOT Nat'nl. Tons Contents

Form 618-A Standard—Small  
SWITCH CARS CAREFULLY AND SAFELY  
AVOID ROUGH HANDLING  
Santa Fe  
Hamar Cole Ch 376 377 378  
(Insert Name of Railway Company)

SWITCH LIST

At Station 1-3-18

Train No. 350 P Engine No. 480 J Time 4 P M.

CAR	Initials	No.	Contents	Destination	Consignee	Tonnage
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						





## 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](http://pnr.nmra.org). PNR members with current email addresses on file with the NMRA will receive an email notice when the latest issue is posted.

### 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](mailto: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](http://pnr.nmra.org).

### ADVERTISING

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

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## Education—A Key Benefit

Spring has finally arrived here in southwest Montana. The good thing about long winters in the north country is that I was able to make progress on some “mini-goals” (discussed in the February newsletter). I hope you too were able to take advantage of our “built-in” model railroading season. This includes tapping into the many educational resources accessible via the Internet, including on-line clinics offered by divisions, NMRAX clinics, YouTube vlogs and how-tos, discussion forums, and so on. Many of these are inspirational and offer really useful tips for improving our modeling. I’ve sure taken advantage of them.

In this edition of *The Switchlist*, you’ll find Convention Chair Lori Sebelley’s final message on the [Surrey Excursion](#). I hope to see and meet many of you there. But, if it didn’t work out for you to attend this year, please mark your 2025 calendar now and plan to attend the [Ainsworth Connector](#) in Pasco, Washington.

Election of our PNR president and VP is approaching. The Nominations Committee report and candidate statements are on pp.6-7. Please be sure to vote when you receive your ElectionBuddy ballot via email. Many thanks to our nominees for stepping forward to keep our region well functioning and moving forward.

Our new Education Program chair, Lee Calkins, introduces himself on p.6. Many thanks to Lee for helping get this important program (and NMRA benefit) off and running. There are so many great education resources available nowadays and I mentioned just a few earlier. We really need someone like Lee and his committee to help organize it for us. **Please note that we are still in dire need of a webmaster for the region’s website.** The website is one of our key portals for sharing information (such as this newsletter).

The *In Memoriam* section (p.8) lists those fellow PNR members who have recently passed away. And more personal announcements were submitted for several PNR members. Although not an NMRA member, Kirk Reddie is also noted here due to his contributions to the hobby. Our sincere condolences go out to the family and friends of all these folks. The PNR’s newest members this quarter (and we have a lot of them again!) are listed on p.13. Veteran members: Please review this list and be sure to welcome and engage with those folks who may live near you. It’s easy to do by contacting your division superintendent to coordinate communications with them.

We have a lot of feature articles that begin on p.14 of this edition. They include: a visit to Dan Figy’s Jacobs Thorne Short Line railroad, Bob Parish’s final structure scratchbuilding article on using laser-cut wood brick material, Bill Fassett’s article about animating a ski lift, and a follow-up by Brian Orysen on how to wire those Free-Mo module turnout controls. Plus, we have two “short stories:” Herding Cats (by Jerry Thomas) and a Vacation Bonus (by Bill Voogd). I really do appreciate the efforts our author-members invest in bringing a variety of great content to all our PNR members. Please consider contributing something that you’ve been working on or have experienced regarding this great hobby. We all learn so much more when we share our knowledge. See Jack Hamilton’s thoughts on p.7.

The PNR officer, staff, and division superintendent quarterly reports begin on p.33. The *PNR Interchange* (p.42) could use some classified ads by our members. One item of note is that Rimrock Hobbies has recently moved from Billings to Hamilton, Montana.

The *Timetable* (p.43) continues to appear a bit slim but please check the division websites for events at the local level.

As always, stay safe and happy modeling!

Greg Kujawa, Editor



Meeting ID: 886 4173 9615

Passcode: 333148

One tap mobile

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+12532050468,,88641739615#,,,,\*333148# US

Dial by your location

- +1 719 359 4580 US
- +1 253 205 0468 US
- +1 253 215 8782 US (Tacoma)
- +1 346 248 7799 US (Houston)
- +1 669 444 9171 US
- +1 669 900 6833 US (San Jose)
- +1 301 715 8592 US (Washington DC)
- +1 305 224 1968 US
- +1 309 205 3325 US
- +1 312 626 6799 US (Chicago)
- +1 360 209 5623 US
- +1 386 347 5053 US
- +1 507 473 4847 US
- +1 564 217 2000 US
- +1 646 931 3860 US
- +1 689 278 1000 US
- +1 929 205 6099 US (New York)

Meeting ID: 886 4173 9615

Passcode: 333148

Find your local number: <https://us02web.zoom.us/j/k0Bq0fxzf>

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## While You're Enjoying Surrey, Plan for Tri-Cities in 2025, May 9-11

Bill Fassett, MMR, PNR 2025 Convention Chair

The 2025 Convention Committee is now meeting monthly to prepare a great convention experience in May 2025, in Pasco, Washington. Pasco was established 140 years ago by the Northern Pacific Railway, and the NP's Engineer Virgil Bogue named the town after a city in Peru that had similar surroundings. The Convention will be called the *Ainsworth Connector* after the site about two miles away from Pasco where the Northern Pacific Railroad had planned to build a bridge across the Snake River in 1879. The bridge turned out to be perhaps the first "bridge to nowhere," and its failure bankrupted the NPRR, which was taken over by the Northern Pacific Railway.

The Ainsworth Connector will be held in a new 3-day format on Friday, Saturday, and Sunday, May 9, 10, and 11. The meeting will end at 1:00 p.m. on Sunday following an Awards Luncheon. We hope this format will make it easier for members who are still working for a living to attend. The Modeling with the Masters® clinic will be held as a pre-convention event on Thursday, May 8. "On the Way" layout tours will also be available on Thursday.





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## PNR President and Vice President Election— Nominations Committee Report

Shirley Sample, Chair

Included in this edition you will find candidate statements for the Nominees for Vice President, Bob Stafford; and President, Jeff Herrmann, MMR, who has agreed to run for re-election.

The committee would like to thank these two volunteers for stepping up to run for office. I know a lot of us are involved in other things, are working, or have some other reason for not volunteering to hold an office, but it is sad that out of over 1200 members in the PNR we could not get any more candidates. It would be nice in the future if we had more than one volunteer for each position.

I would also like to thank Robert Leatha and Brian Stokes for being on the Nominations Committee with me.

There will be an ElectionBuddy ballot coming out via email soon as well as paper ballots to those who do not have email. Please be sure to vote!

Thanks. If anyone has questions, I can be reached at 509-991-2317 or via email at [shirley@busnws.com](mailto:shirley@busnws.com) or [shirleysample13@gmail.com](mailto:shirleysample13@gmail.com).

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## Candidate Statements

As of the publication of this newsletter, the Nominations Committee has identified two candidates.

### **For President, Pacific Northwest Region**

Jeff Herrmann, MMR, Rathdrum, Idaho (5th Division)

It has been my honor and privilege to serve as Regional President since 2020. After thoughtful consultation with the PNR Nominating Committee, I am respectfully asking that you select me to serve another term. I model in HO and HOn3 and am building a new home layout. I am a CNP (Certified Not-for-Profit Professional) and a retired executive from the Boy Scouts of America.



Since 2020, our region has made significant progress in a number of areas:

- We have emerged from COVID restrictions and held two (soon to be three) very successful “in person” regional conventions. We also “discovered” how to become quite good at “ZOOM Meetings” and have actually increased both frequency and attendance at board meetings and especially division clinics and layout tours using ZOOM compared to prior experience with in-person meetings!
- PNR (one of 17 regions in NMRA) is one of the few regions with regular membership growth. Our board of directors has made membership growth and retention a top priority.
- Our region continues to make good progress with the Achievement Program. We have recruited and trained a new team of AP Managers and evaluators at both the regional and division levels. They have been quite successful at finding “low hanging fruit” for Golden Spike and AP certificate awards and are actively encouraging members to engage in the AP. Our region has led NMRA in the number of AP certificates earned and new Master Model Railroaders® (MMRs) over the past couple of years. We have also submitted a proposal for consideration of adding a new AP certificate in Electronics (differentiated from “Electrical”) to the NMRA Board of Directors.
- We have developed and executed a plan for holding *Modeling With The Masters* events on at least an annual basis in the region territory.
- We are making progress with our “PATHFINDER” program. The assignment of a “mentor,” “big brother,” or

“Pathfinder” for new members is critical to establishing the bonds essential to the continued relationship that leads to engagement and continued affiliation with the Association.

- We have also initiated an electronic “Member Interest Survey” that helps in assigning Pathfinders and determining division programming needs.
- We also initiated a monthly “New Member On-Boarding Zoom Call” and are beginning to keep records of all our new member contacts to track retention.
- We held a training session on HOW TO RECRUIT AND ENGAGE TOP LEVEL LEADERSHIP IN THE DIVISION. The purpose is to share some thoughts on how to overcome our fears and rethink the way we look for and recruit volunteers—to put our division in a better position to move forward from merely surviving to thriving!

My aim is to build on these modest successes so far and continue to build value in NMRA membership for the members in our region. Additionally, I will add to my focus building a “deeper bench” of volunteers at the regional level who are willing and prepared to take on leadership responsibilities in our Association.

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### **For Vice President, Pacific Northwest Region**

**Robert “Bob” Stafford**, , Marysville, Washington (4th Division)

I have been involved in model railroading for over six decades. It all began with an American Flyer train set when I was three years old, given for Christmas 1955. I have had trains ever since. I am retired from the BNSF Railway. Over the years, I worked about every not-on-the-train position within the Operating Department. I started as an agent-operator working in the depots. After the depots were shut down, I worked in many different positions within the yard offices. After being promoted to Management, I worked as an Assistant Trainmaster, which is what yardmasters are called on the Santa Fe side of the railroad. I was then promoted to Trainmaster, spending time as a Terminal Trainmaster and a Division Trainmaster.



With all the moves I have made over the years, I think I am now on my 15th layout. I model in HO scale. There was a time in the early 1980s when I had an N scale layout due to space restrictions.

I have volunteered to help at 4th Division when asked. At this time, I am helping to run the Mount Vernon, Washington, monthly clinics.

My YouTube Channel is: [https://www.youtube.com/channel/UC5fUuDXtePZCye1Z454\\_nOA](https://www.youtube.com/channel/UC5fUuDXtePZCye1Z454_nOA)

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### **Lee Calkins: New PNR Education Team Chair**

**Lee Calkins, 5th Division**

My name is Lee Calkins and I am from Post Falls, Idaho, where I live with my wife and four kids. In real life, I am a CAD Civil Engineering Manager (apparently engineering degrees don't have anything to do with trains; go figure), and an enthusiastic N-scaler. In 2014, I started building Free-moN modules given the freedom of what I can do between the endplates. I am the driving force behind the Inland Northwest Free-moN modelers and the coordinator of the very successful Free-moN meet in Evanston, Wyoming, in August of 2021. I model the Union Pacific in southern Idaho and the Milwaukee Road in northern Idaho.



I am working on the following Free-moN module sets:

- Plummer Jct. Idaho.
- Farragut Loop Idaho
- St. Maires Yard Idaho

# To Write or Not To Write? Why is that a question?

Jack Hamilton, MMR, 4th Division

One of the greatest enjoyments of model railroading is our ability to share experiences and knowledge. We generally relish any opportunity to get together and swap stories and ideas. In-person activities and ZOOM provide numerous activities, but both have one shortfall – the audience is limited. The audience size we can address significantly increases when we use the written word and pictures. Writing is the art form of communication that is easiest to master but most frequently ignored. Writing has the welcome presence of editing between creation and presentation. You can fix the errors before they get out.

The two most common self-created roadblocks to writing are "I don't write well," and "I don't know enough about something to write about." Both reasons are wrong. Grammarly, a software-based editing system, is free, easy to use, and addresses most writing errors. The software leads the author through the work and recommends revisions. Get the software online with a FREE download. If you can talk about the subject matter, you can write about it. Your reader audience (other modelers) is looking for something other than a subject matter expert (DCC and electronics aside). They want someone to entertain them or to let them know the problem they are experiencing is common. Any number of readers are also simply looking for someone to provide a bit of inspiration to get to work on a project (The old – "If that doofus can do it, so can I" – approach). If you can write a letter or email about your subject, you are well on your way to being a published author.

Pick a subject. Make it easy and something you are comfortable with for the first time. Usually, something you have done is a good choice. Some available topics are deciding where and how to place that structure on the layout, setting up for and taking a ride on a train, visiting a modeler's layout, or deciding to join a club. Make some notes about your subject. Put down what you want to discuss in any order; get the ideas down. Then, write a sentence or two (whatever you need) to address the idea or point. Don't worry about flow or consistency. That can come later. Pick up and write down the additional ideas or points that come to mind as you write. Stay with it to get something written about all the recorded notes. You will add more along the way. Start to arrange the thoughts in a logical sequence to tell the story. With time and effort, the story will become more apparent. Several rereads and additional writing will result in the intended story. The editing software then reviews the work to buff off the rough edges. The editing process may also identify places where more writing will help. In the end, the story will be ready to go.

There is a lot of misinformation about what is needed for a successful article or story or to have your work accepted for publication. Word count is significant if you offer a major proposal to a magazine, but editors and publishers will be more than happy to take short pieces. A well-presented paragraph that serves as a filler is more than welcome. Font type and size do not matter if the work uses standard word processing software. The editor will translate it into whatever system is used for publishing. Pictures (if offered) should be identified (Figure 1 or Slipshod Siding) in the writing. The photos should be in camera raw and have attached identifiers that properly link them to the writing. Longer captions, if necessary, are placed with the images rather than the written portion.

You are complete. Package it up and send it to the editor. If there are specific instructions for submitting work, follow them. Do not bug the editor. If the work is publishable, you will see it. If not, you should get a thank you for the effort message. In either case, while you are waiting for results, get to work on the next piece of work.

This article has been processed through Grammarly Software.

The author is self-taught (took a chance). He is published in NMRA magazine, numerous national and local newspapers, and has self-published his first book. He is not getting rich but is having fun.



## 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](http://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 — April 2023 through April 2024

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
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
November 2023	1	Kang	Rick	Eugene	OR	Life Member
	4	Richards	Ray	Tacoma	WA	Life Member
December 2023	7	Leggett	Robert (Bob)	Coquitlam	BC	
January 2024	5	Yager	John	East Helena	MT	
	7	Klit	John	Trail	BC	
February 2024	1	Soper	Leonard	Springfield	OR	Life Member
	4	Neupert	Stephen	Kingston	WA	Life Member
	4	Becker	Ted	Granite Falls	WA	Life Member
	1	Clune	Dave	Eugene	OR	MMR/Life Member
	2	De Jarnette	Monroe	Hillsboro	OR	
	7	Cullis	Frank	Richmond	BC	
	March 2024		None			
April 2024	1	Bain	William	Newport	OR	Life Member

**Have you changed your address or other membership information?**

**Notify NMRA Headquarters**

email: [hq@nmra.org](mailto:hq@nmra.org)

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

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

# Passing of Dave Clune, MMR, 1938-2024

Jeroen Gerritsen, 1st Division; Jeff Johnston photos

The model railroad community lost a prime modeler, a gentleman, and a friend on February 25, 2024. Dave Clune, MMR, passed away peacefully at his home after a long up-and-down battle with cancer. Dave was multi-talented, always friendly, always supportive, and helped many area modelers with their layouts, from design, to trackwork, to operations. In the last few months, several modelers visited him and he was always cheerful. The visits included short op sessions on his railroad, instruction in painting backdrops, and general bull sessions.

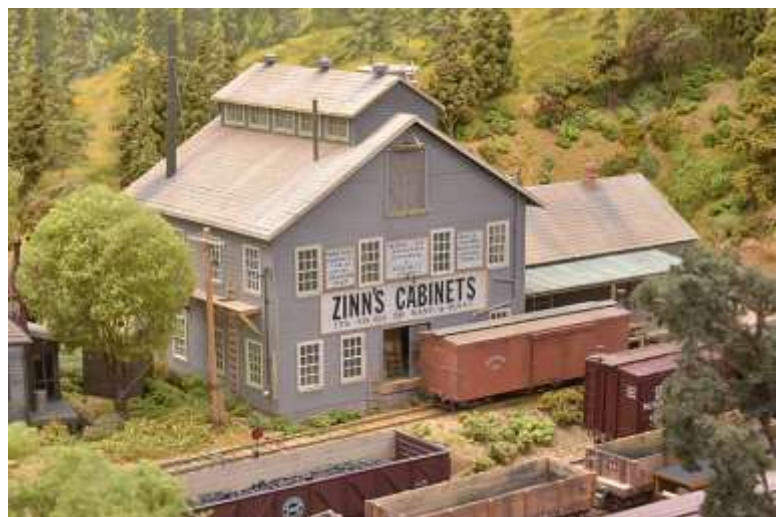
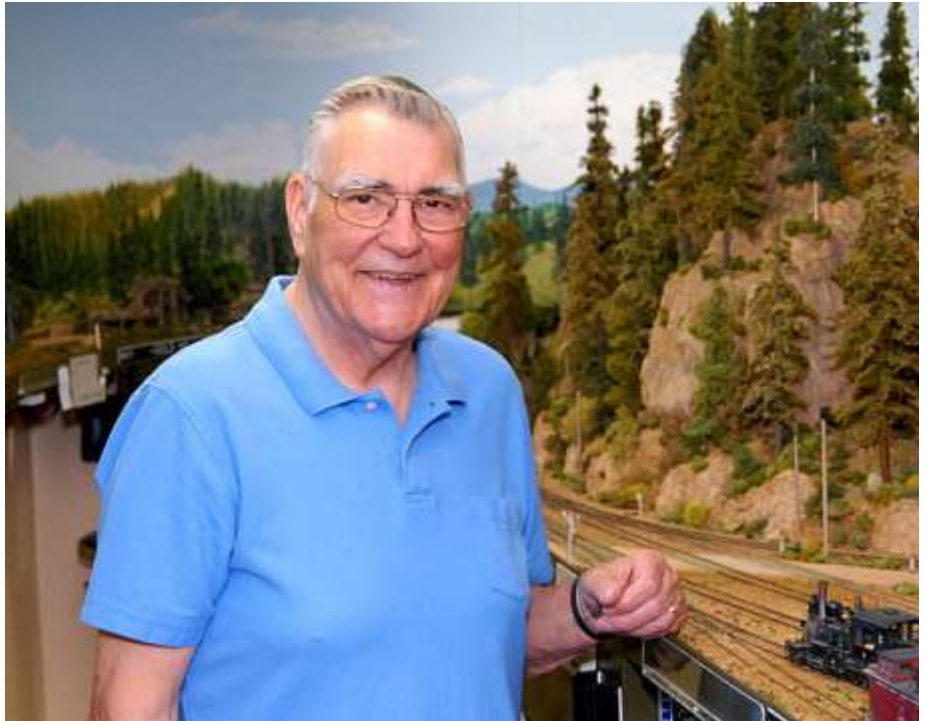
Dave was born in 1938 in Spokane, Washington, but the family moved to Portland during the war years, and then to Roseburg, Oregon, after the war. In Roseburg, he was never far from the SP's trains on the Siskiyou route and he started modeling at an early age. From 1958 to 1961, he was in the US Air Force, where he continued railroad modeling with some other Air Force buddies, and scratchbuilt his first brass locomotive. After the Air Force, he went to the University of Oregon in Eugene where he met his wife, Marji. They have two sons, Shannon and Chris, and now a grandson, Ben. The call of the SP in Eugene was too strong, and he signed on with the railroad in 1964, and was promoted to engineer by 1970. For the next 33 years, he ran SP trains around Oregon and built his model railroads. He and Marji were also avid sailors on lakes in Oregon and in Puget Sound.

After early years in HO, Dave caught the narrow-gauge bug and switched to On3. He built the Cascade County Narrow Gauge (CCNG) Railroad at their home in Eugene, based loosely on the Nevada County Narrow Gauge of California. Track on the CCNG was all scratchbuilt, and the layout had no derailments except those from operator error or stray bugs on the track! Dave had a handful of kit-built structures and cars, but the majority of both were from scratch. Dave hosted operating sessions that were highly prototypical yet relaxed and fun where everyone enjoyed each other's company and Dave's stories. There were often one or two other SP veterans at the op sessions. To see Dave's superb modeling, see Jeff Johnston's video of Dave's presentation at the 2022 PNR convention, posted on the YouTube channel "Narrow Gauge Off the Beaten Track": [https://www.youtube.com/watch?v=jt0-26BO\\_8k](https://www.youtube.com/watch?v=jt0-26BO_8k). There is also a more extensive video by Jeff, including an op session, that he offers for sale at: <https://thesugarpineshop.bigcartel.com/>

Dave was always modest and claimed not to want AP recognition, but senior AP managers from the Pacific Northwest Region came to force the issue and evaluate Dave's modeling, and he captured all AP certificates in question. Nevertheless, he was proud of the MMR (#711) recognition and displayed the certificates on the wall of the crew lounge.

Dave's layout has been dismantled, but his scenery, backdrops, and structures will live on in his son Chris's Proto-48 layout, now under construction in Eugene.

Tributes and comments have been coming in since Dave's passing, and the overwhelming sentiment is how privileged people felt from knowing him. This was summed up by Bill Boyer, "Today, there's a lot of talk about "legacy." To my mind, Dave leaves the most



valuable, and traditional, "legacy" in his wake—a stream of people who feel their lives enriched because they knew Dave Clune.”



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## Passing of Ted Becker, 1943-2024

Alan Carter, 4th Division

It is with sadness that I am reporting that Ted Becker passed away on the morning of January 20, 2024, at the age of 80. Ted was admitted to Bellevue Overlake Hospital on August 19, 2022, after he experienced extreme fatigue and difficulty breathing, and ultimately was diagnosed with myasthenia gravis. After several weeks, some in the ICU, he recovered enough to be transferred to a care hospital in Seattle, and then on to a care hospital in Everett, where he had been for most of the time since.

He was making slow progress towards recovery and working with PT and OT personnel to build up strength, looking forward to the time he could return to his home. Unfortunately, while at the care hospital, he contracted a MRSA infection, then contracted Covid. Somewhat recovered from those infections, he then came down with pneumonia, which resulted in another trip to the ICU, this time at Providence Hospital in Everett. He recovered enough to leave Providence and go back to the care hospital a couple of weeks ago, although once again he was intubated. It is suspected that a blood clot caused his death.

Ted was a long-time member of the NMRA and the Fourth Division. Both he and I go back far enough in the NMRA that we were able to take out life memberships, which category no longer exists. For several years, Ted ran the Snohomish Railfans Clinic, and would often attend 4D clinics in Kirkland and Seattle (back in the Beacon Hill Clinic days). He also attended numerous NMRA national and regional conventions. In 2015, he and I started the Mount Vernon Clinic at the urging of fellow model railroaders Tom Buckingham and Nick Muff (the four of us had been driving each month over to the Oak Harbor Clinic).

After retiring from Boeing, he and his companion, Janie, built a house outside of Granite Falls. The house included a railroad room, of course, and he spent many happy hours designing (and redesigning) his layout and building (and rebuilding) it.

While hospitalized, Ted made use of his laptop computer and spent many hours working out a new layout design for his layout room. Like most model railroaders, he was always dreaming and imagining his next layout. He also, at my request, drafted up some CAD plans for a snowshed for my layout, which I have just about completed. Ted was quite adept at CAD drafting.

Ted was also an avid radio control airplane enthusiast and was a member of a couple of flying clubs in the Monroe area.

His wealth of knowledge and years of experience in our hobby, and his willingness to help others, will be sorely missed in the Fourth Division.

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## Passing of John White

Rich Thom, 4th Division

*Editor's Note: The following announcement was first published on April 18, 2024, in the 4th Division's online newsletter [Grab Iron](#).*

John White, who passed away on March 21st at age 90, was well-known around the NMRA PNR's 4th Division for serving as chair of the Skagit Valley and Whidbey Clinic for twelve continuous years, 2000-2012. During John's leadership, average SV&W Clinic attendance doubled, drawing attendees from all of Whidbey and Fidalgo Islands as well as western Skagit and Whatcom counties. Eventually, due to the distances traveled and outgrowing our meeting room, the group divided into the current SV&W and Mt. Vernon Clinics.

Perhaps less well-known across the division was John's On30 Skagit Valley Eastern (SVE). John was an outstanding modeler and went through a succession of prototypes and scales (as many of us do!), first modeling British prototypes in OO-scale, then the Great Northern in HO. Ultimately, he settled on modeling Skagit County short lines in On30.

The SVE, set in the late 1920s, was loosely based on the Skagit River Railway built by Seattle City Light to haul men, equipment, and a lot of cement to several dam projects on the Upper Skagit River. As John himself described his SVE, "Much poetic license has been used in the type of traffic and scenery!" The layout also incorporates two fictional SVE subsidiaries, the Sauk, Oso & Western Railway and the Wickersham and Chuckanut.

The 14 ft x 44 ft layout consists of four legs, each 2 feet wide and made up mostly of 6' x 2' modules. Two of the legs comprise the SVE, the third the SO&WR, and the fourth the W&C. All four legs are connected by an oval behind the scenery which permits any train to go from any leg to any other leg. A partition wall down the long dimension of the room divides the layout space in two and supports hand-painted backdrops.



**John makes up a train in Concrete during one of the op sessions on his Skagit Valley Eastern** Al Frasch photo

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## Passing of Kirk Reddie

All Lowe, 4th Division

*Editor's Note: The following announcement was first published on April 18, 2024, in the 4th Division's online newsletter [Grab Iron](#).*

We were saddened to learn of the passing on April 8th of local model railroader, magazine publisher, and N scale master, Kirk Reddie.

Kirk grew up and lived in Shoreline, Washington. He began with an American Flyer train set, shifted to HO in eighth grade, but switched again to N scale in 1975 after reading Jim Hediger's article "The NTRAK Story."

Kirk published *N Scale Railroading* magazine from September 2000 through January



2020, after which it continued as a free bi-monthly downloadable PDF until October 2022. It had subscribers all over the world. He knew N scalers everywhere! Kirk was fortunate to combine his two life passions—writing and model railroading.

Kirk's home layout, the *Chicago, Milwaukee & Puget Sound*, was housed in a 9,200 sq. ft. building and was the subject of many articles in *N Scale Railroading*. It was featured in the [November 2022 issue](#) of *Model Railroader*. Set in the Pacific Northwest, circa 1950, the layout modeled five railroads (Great Northern; Milwaukee Road; Northern Pacific; Pacific Coast RR; Spokane, Portland & Seattle; Tacoma Belt Line; and Union Pacific) between Argo Junction and Black River Junction, south of Seattle.

Kirk attended Shoreline High School and the University of Washington, where he received a Bachelor's Degree in accounting, his CPA license, and later a master's in business. Kirk loved to learn and excelled in school. In high school, he was an Honor Society member, a wrestler, and a trumpeter and drum major in the band. Kirk also played in the UW Marching Band and inspired those around him to share their talents. He said, "Hobbies are great in many ways; in one sense, they don't matter and in another, they reflect who we aspire to be."

Kirk Reddie passed peacefully at Northwest Hospital on April 8, 2024. He will be deeply missed. Per his request, there will be no services, but a celebration of life will be held this spring. Donations may be made to the Make-A-Wish Foundation or to your local food bank. Arrangements: Beck's Funeral Home, Edmonds (425) 771-1234.

4D members are invited to leave comments about Kirk below.

Cody Grivno's obituary of Kirk in *Model Railroader* magazine is available here:

<https://www.trains.com/mrr/news-reviews/news/in-memoriam-kirk-reddie>



The northbound Milwaukee Road Olympian Hiawatha passes Boeing Field on Kirk's Chicago, Milwaukee & Puget Sound. Kirk Reddie photo



## PNR Constant Contact Resubscribe

Any member who has elected to unsubscribe to the PNR Constant Contact direct email may resubscribe, but Constant Contact only allows this to be done once for each member.

Here are the instructions to resubscribe:

1. Send an email to your division superintendent with your name, NMRA #, email address, and a request to resubscribe.
2. Division superintendents will send this information to the PNR Office Manager who will then send the resubscribe Constant Contact request to the member.

## New PNR Members

February 2024–April 2024

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

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

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

Div	Last Name	First Name	City/Town	State/Province	Div	Last Name	First Name	City/Town	State/Province
02	Franklin	Lewis	Dallas	OR	05	Thomas	Brydon	Kennewick	WA
02	Lather	Richard	Chinook	WA	05	Tomblin	David	Colbert	WA
03	Cunningham	Family	Boise	ID	05	Tomblin	Julie	Colbert	WA
03	Groneman	Dennis	Boise	ID	05	Wilson	David	Dixie	ID
03	Osterberg	Todd	Eagle	ID	06	Alexander	Stephen	Calgary	AB
04	DeMeritt	Pam	Fairbanks	AK	06	Broda	Norbert	Edmonton	AB
04	Hall	Mitch	Poulsbo	WA	06	Bryant	Andrew	Regina	SK
04	Mess	John	North Bend	WA	06	Michener	Mark	Moose Jaw	SK
04	Murray	Family	Seattle	WA	06	Rocky Ridge	Rocky Ridge	Martensville	SK
04	Patton	Denise	Gold Bar	WA	06	Zhou	Ben	Calgary	AB
04	Pierce	Robert	Seabeck	WA	07	Bradley	Rob	Surrey	BC
04	Pierce	Family	Seabeck	WA	07	Buffett	Chris	North Vancouver	BC
04	Sheppard	Alex	Seattle	WA	07	Campbell	Chris	Coquitlam	BC
05	Bouchey	Damien	Kennewick	WA	07	Grisdale	Peter	Coquitlam	BC
05	Cuevas	Jareth	Pasco	WA	07	Nice	Gayle	Abbotsford	BC
05	Drees	Eugene	Airway Hgts	WA	07	Reedy	John	Barriere	BC
05	Hausmann	John	Spokane	WA	07	Scott	Michael	Sechelt	BC
05	McDaniel	Oscar	Spangle	WA	07	Snook	Timothy	Abbotsford	BC
05	Morrison	Don	Spokane	WA	07	Stewart	Nolan	Shawnigan Lake	BC
05	Pollard	Brandon	Richland	WA	07	Thompson	Carson	Gibsons	BC
05	Saronto	Dennis	Walla Walla	WA					



## Attention All PNR Members! Have you taken the PNR Survey yet?

Even though you may no longer consider yourself a “new” member of the National Model Railroad Association, we need your input to help us develop and plan programs, events, and activities that meet your needs as a member of the NMRA in your area. Please take just a couple of minutes to fill out our on-line survey at:

<https://www.surveymonkey.com/r/K98F93Q>

**Thank you in advance for participating in this survey to help the PNR deliver benefits to you!**

# 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 Jacobs Thorne Short Line (JAT)

Article, track plan, and photos by Dan Figy, MMR, 5th Division



I am honored to tell you a short story about a very special short line railroad. Like many model railroaders of my age, I have made several attempts to build layouts, each one based in good ideas and intentions but never quite fulfilling my vision. What was I hoping for? I wanted a small empire of manageable size that would allow for very detailed scenery and one that would provide many hours of enjoyable and challenging operations. I wanted to be able to entertain two crews, each with an engineer and a conductor. I wanted the switching operations to be challenging and, at least loosely, be based in reality. Most of all, I wanted to learn everything that I could about all aspects of layout track planning, construction, wiring, electronics, and scenery.

Like most of us “railroad guys,” my interests today are rooted in experiences as a child. But throughout my work life, I didn't always have the time, money, or space to be a true model railroader. After retirement, my wife encouraged me to seek out a railroad club. I joined a club in Spokane and worked hard honing my skills. But I ended up being a collector of engines, freight cars, and other items that could be used at the club but not on my own layout. Further, I became more of a specialist and didn't learn what I wanted about all of the elements of building a layout.



**Fig. 1. Layout view showing Jacobs Industries on the right and Whasup Industries on the left.**

My wife and I discussed my hobby interests and together we decided to build a home layout. In 2013, I started gathering ideas and articles and worked on a vision for a home layout. I derived most of my ideas from two articles in *Model Railroader* magazine: “Lots of Switching, Small Spaces” and the “The Switchback: Tight spaces on the River Job.” Importantly, this layout was going to be a tool for me to learn more about all aspects of the hobby. I laid out the track plan using *AnyRail*™ with 9 industries on one side and 13 industries on the other, divided by a back-drop partition. There was also enough room for a small yard and a third industrial area for 4 businesses. By the end of 2014, budgets were in place, rights-of-way were secured, and a blank table design was ready.

The table was constructed in January of 2015. It is a flat plywood design, 8 feet by 16 feet, built in four sections just in case it ever needs to be moved from the house without complete and utter destruction. A unique feature of the design includes a lift-out scenic divider that separates the two switching “areas,” named *Jacobs* and *Whasup*. In order to help scenically divide the two areas, I created what might be called *liftaway* scenery elements made of stacked and molded pieces of foam insulation. To provide a small yet significant elevation change, the area of Jacobs was raised approximately two inches.

Another somewhat unique construction element allows standup access to the electrical elements needed for the many Tortoise switch machines that are essential for operations. This reduced, but did not eliminate, trips to the underworld. That has proven to save back, legs, and arms for other activities. The layout has 38 switches to maintain!

I cannot find enough space in this article to describe the scenery on the layout. I have been told that it is museum quality that should be shown as often as possible. Even non-model railroaders can enjoy the attention to detail. There are many off track scenery elements to catch the eyes of visitors. All of the buildings are lighted and the interiors are “populated” to help tell stories and make the layout come alive. There are almost five hundred hand-made trees that soften the scenery and call



Fig. 2. Picturing a night time operation run on the Whasup side of the JAT.

attention to the “natural” look of the layout.

This layout specializes in shortages of track length, storage space, and other business essentials that make the completion of an operating session rather challenging. Technically speaking, it would be termed *selective compression*. In addition to the above, there is a mainline loop that features a continuously running train that has become dubbed the “Nuisance Train” by the crews. I am willing to admit that some businesses would not sign up to be serviced by this railroad except for the excellent service provided by the crews.

Trains are built in the yard and travel on the mainline to Whasup siding to switch the Whasup industries, Thorne siding to switch Jacobs industries, and Figster siding to switch Bud Industries. The two main industrial areas require a runaround and the use of the main line to complete switching tasks, which means the mainline train has an influence. JMRI provides small, medium, and large trains to service all industries. Some trains can take up to two hours to complete their runs even with

## Layout at a Glance

**Railroad name:** Jacobs Thorne Short Line (JAT)

**Scale:** HO (1:87.1)

**Size:** 8 x 16'

**Prototype/theme:** Freelance

**Locale:** Pacific Northwest

**Era:** 2005

**Style:** Island

**Mainline run:** 40'

**Total track footage:** 213'

**Minimum radius:** 24" main line

**Minimum turnout:** #5

**Maximum grade:** 2%

**Train length:** 11 cars (not counting caboose)

**Benchwork:** T-Girder single deck

**Height:** 42"

**Roadbed:** Cork over plywood

**Track:** Code 83

**Turnouts:** 38 Shinohara/Walthers

**Turnout control:** Tortoise with directional lights

**Backdrop:** Masonite on plywood, hand painted backdrop

**Scenery:** Eclectic; 450 handmade trees (various species)

**Structures:** 32 freelance and kits

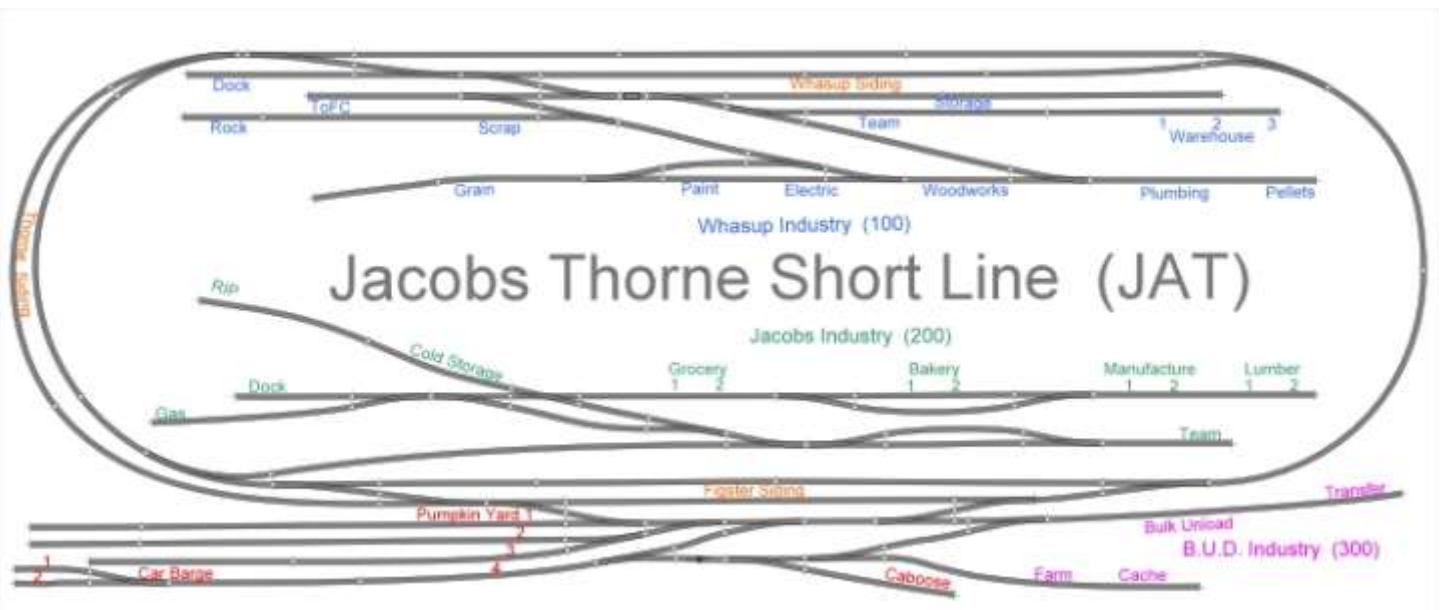
**Lighting:** 308 individual LEDs

**Control:** Digitrax DCC

**Total wiring:** 7,000 feet (est)

**Operations:** JMRI-generated switch lists

**Rolling Stock:** 58 cars, 32-60 ft, all freight





**Fig. 3. Jacobs and Bud industries.**



**Fig. 4. Whasup industries.**



**Fig. 5. Looking at the Jacobs industries, the view is from west to east with the yard in foreground.**



**Fig. 6. Looking at the Whasup industries, the view is from east to west.**

experienced crews. While switching, the crews can always enjoy seeing something “new” in the scenery, no matter that it has always been there. Also night shift operation is possible.

The Jacobs Thorne Short Line, or JAT, is named after grandkids Trevor, Johnna, and Alyssa. The initials were jumbled to get JAT where “JA” became Jacobs and “T” became Thorne. You might ask where this railroad is located and in what period. It is outside the imaginary town of Leverett, which is a midsize town in the wilds of Washington state somewhere near the Canadian border. The era is modern and the year is approximately 2005. Jacobs and Whasup are small industrial areas and Thorne is a siding off the mainline of the BNSF railroad.

The layout was declared 99% complete in December of 2021. However, I have been toying with expanding the yard onto

another table. Sound familiar?

This layout has allowed me to check off a major bucket list item. The completion of the JAT has put me on the trail of completing NMRA's MMR certification. Track work has never been modified or reworked since the initial design and we have been running operations twice a month for a number of years. A treasure hunt has been developed to keep a wide variety of guests occupied.

For more information or to schedule a visit, contact Dan Figy at [JATShortLine@gmail.com](mailto:JATShortLine@gmail.com).



**Fig. 7. Jacobs industries with overhead view of Big T Oil and JAT RIP track in background.**



**Fig. 8. Whasup industries with JET Recycling in the foreground, Ashley Rock and Minerals to the right, and Nansen Grain in the background.**



**Fig. 9. Jacobs industries showing Jacobs Manufacturing to the left and RU Knots Lumber to the right.**



**Fig. 10. Whasup industry with team dock and Bus's Woodworks behind.**

# Scratchbuilding an AP Quality Structure—Part 3 of 3

## Modeling with Brick Sheet Material

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

*Editor's Note: Part 2 was published in the February 2024 Switchlist.*

In part three of this series on structure building, I will go after brick materials and some of the ways to get some great looking masonry buildings. Again, with this you may choose between prototype or freelance ideas. I will be using photos from three buildings that are found in the area around Boise, Idaho.

Some time ago, I fell in with brick sheet material from Monster Modelworks, located in Colorado Springs, Colorado. The sheet stock comes in many different patterns along with stone patterns and various concrete options. The sheet stock comes in two thicknesses, 1/8" and 1/32". The thicker is of course useful for wall panels and the thinner is especially good for trim work and stacked brick corbels at roof edges. The company also provides straight and curved window lintels which I will discuss thoroughly in this segment.

To begin then, please refer to previous issues of this publication for tips on cutting any basswood material and the use of the tools to accomplish these initial, but necessary, steps in any construction project. Page 17 of the November 2023 *Switchlist* will get you close.

Here's the link: [http://pnr.nmra.org/switchlist/Switchlist\\_202311.pdf](http://pnr.nmra.org/switchlist/Switchlist_202311.pdf)

Quang Chong Laundry. I am including photos from several buildings here but the focus will be a really simple building found in downtown Boise, Idaho. Some research at the Idaho State Archives, along with some Internet searches, produced a lot of information.

Currently the building houses the Bar Gernika in the Basque neighborhood in the downtown core of the city. The structure dates to 1912 and

originally housed the Quang Chong Chinese laundry. More recently, it was a restaurant, a bar, a distribution center for the *Idaho Statesman* newspaper, and again now, a bar and restaurant. Although there are no photos of the early years of operation, there are some poor photos from the early 1950s.

This structure presented some serious dilemmas as there were a number of modifications over the years. As originally built, it was a simple rectangle with a door centered on the front of the building. The door was relocated to the diagonal corner motif in the late 1940s and the original was bricked up. The arched brick lintel can be seen behind the street lamp in this photo. Additionally, in 1993, a larger dining area was added and can be seen on the right of this photo. Although well done to match the overall style of the building, the dining area is much too late for the period that I model.

So with that, I chose a middle ground and decided to make this to be easily recognizable to visitors to my railroad. I designed it to the approximate 1940s era with the diagonal front door but I left out the later additions that offered more seating in the dining area. In total, this restaurant seats about eight at the bar and perhaps a maximum of twenty at the various tables.

To the right is the wall layout before the discovery of the enlarged seating area. So that is the layout of the walls that will be in the final structure.



The subject of this project is visible on the far right. At one time, it operated as The Cub Tavern from 1948 until the late



Bar Gernika is shown in its current use as a bar/restaurant. It is a really simple but fun structure to build.



Once the walls are sized for the final footprint of the structure, they must be cut apart to accept the doors and windows. Here then is a fun trick shot that saves a bunch of whittling out of openings and finishes with really clean corners that will easily accept the window castings that are set well back into the brick, as is prototypical characteristic of masonry structures.

The object here is to easily make the window and door openings without losing the vertical location of the brick courses. This product from Monster Modelworks has a repeat every five courses and will look odd if not aligned around the building.

This shows the tie courses that will match all the way around the building when assembled. This is very important for overall appearance and if you plan to have the building evaluated in the NMRA's Achievement Program (AP). Think of it like the 12 or 24" inch repeats when hanging wall paper that must be aligned for suitable appearance.

The photos to the right show the initial cutting for placement of a window in the west facing wall of this building. This will create very clean square corners and a minimum of file work. It is done with a machinist's square so everything remains perfectly square to the overall structure. Horizontal cuts along the mortar lines are made to include the height of the window. Then a vertical cut is made in the center of that piece to allow for the window. The areas that stick out will be removed later.

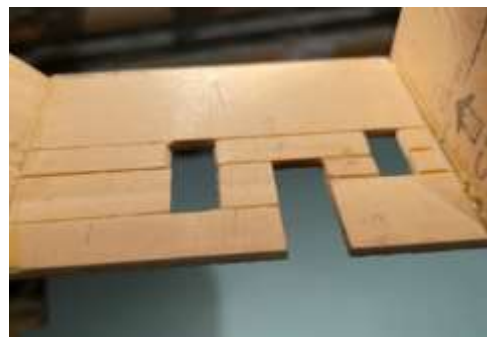
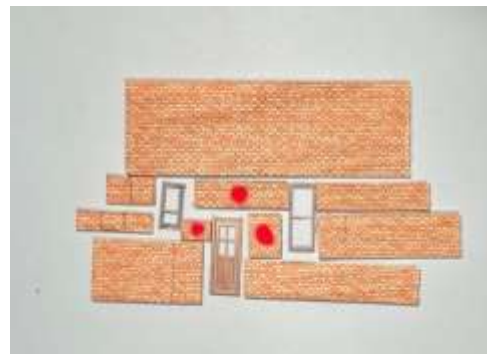
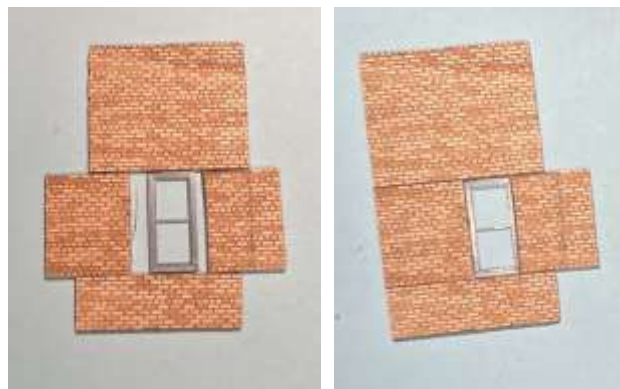
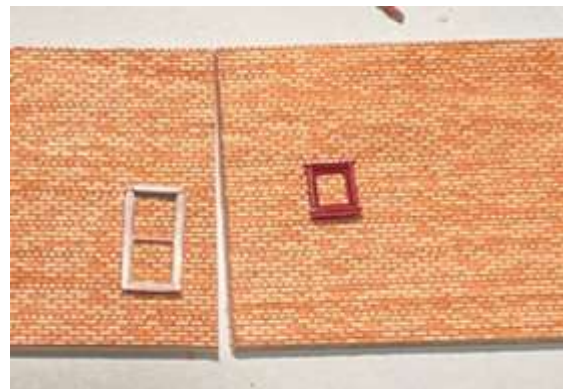
At right is an exploded view of the north facing wall. To make the openings, the wall is cut along the mortar lines at the tops of the highest first opening. In this case, a single window to the left. That upper piece will allow for the retention of the full length of the wall when later trimming off fly ends. Next a horizontal line was cut that would locate the top of the door. In all cases, the strips were simply moved out to each side to accommodate the window and door castings. Horizontal cuts were also made at the bottoms of the windows and pushed back in to meet with the door opening. This is a much more complex wall than shown above but the steps are essentially the same. The only parts that must be cut to precise length are those which are between two openings that will admit a door or window. These are shown below with a red dot. All other parts can protrude out beyond for the moment and be trimmed away when the wall is resized for final assembly. Recall that the uppermost part contains the original length of the wall, so the excess can be removed with a square and X-ACTO® blade.

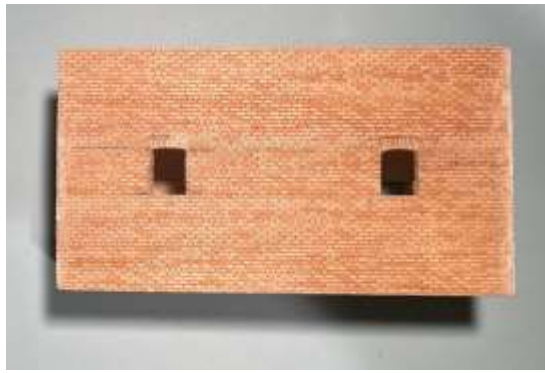
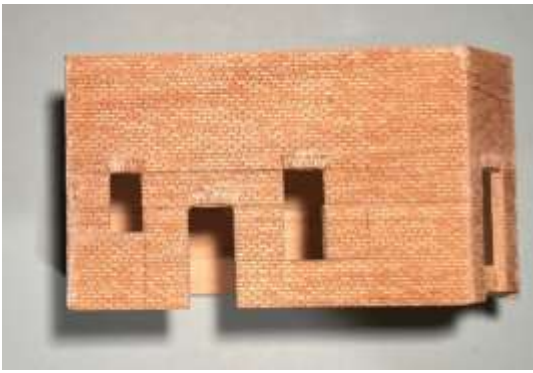
These segments were then glued back together in several steps without too much concern for tightly clamping as I went. Yellow glue starts to set when pressed tightly for ten or fifteen seconds; then set it aside for about a half hour.

The dimensions of the walls can be returned to original size with a machinist's square and a fresh sharp knife. After this, the corners were sanded to a forty-five degree angle so the bricks are continuous to each corner.

At right is a look at the assembly from the inside. The distinct lines are due to sanding that occurred during the cutting process where my blade may not have been exactly square to the bench. When the wall segments are moved around, the mortar lines may get a bit fat. This puts them back straight and the total wall height remains as original. These lines go unseen on the finished brick side. The various segments can be seen as well as the markings that indicate which way is up. This again is important as the repeat on the brick courses matter for final appearance.

The photos on the next page show the walls trimmed and assembled into the rectangular footprint of the building. Also shown are the brick arched lintels over the doors and windows.





To the right is a photo of a wall segment (from another construction project) having the wall brought to 45-degree angles by working them down on sandpaper flat on the work bench. The stick of wood is necessary to keep the wall flat and not curving away at the edges. Removing material until the edge comes sharp to the external surface of your wood panel.

Below is the assembled structure. The cap course of bricks was a strip cut from a sheet and applied individually. The dental mold corbeling was assembled from stacked strips to get the various layers. While the glue was set and in the doughy stage, I cut out the alternate areas with a super sharp fresh blade. Pierce down first and cut the strip at each end of the target brick and then pry up with the point of a blade. That piece will pop out and leave the desired remaining piece. In that I was to paint this, the remaining glue would not be seen or objectionable.



This alternate popping out technique ensures proper spacing between the features. It is entirely too tedious to hand place these pieces individually.

The two-course belt that caps off the corbels is a two-course strip cut from 1/8" material and is cut to stand out from the wall by 1/32" beyond the dental mold corbel.



### Additional Examples

Let's go on here to some other examples of this method of making window cut-outs using brick material.

There were two buildings that were the impetus to pursue the brick material from Monster Modelworks. One was a trolley power substation located at the Pierce Park neighborhood of Boise, which was torn down about 2002 to make way for a small strip mall. There is an identical building remaining in Middleton, Idaho, and became my go-to place for many details. I also traveled to the Idaho State Archives to obtain vintage photo materials.

The second structure was built around 1905 in Kuna, Idaho, and was first a dairy creamery and 30 years later it became a sausage producing facility. By the early 1970s, the building had been long vacant and sustained a fire in the mid 1990s. The structure was cordoned off with a chain link fence for many years and was finally razed around 2010. Again, the State Ar-

chive was helpful with period photographs, along with a series of photos taken by fellow modeler after the fire. All were useful in making brick counts and determining the actual footprint of the building. I will deal with this structure last.

Power Substation. Let's begin with the basic walls for the power substation. A layout was made with an emphasis on the locations of the brick lines. I again chose a pattern from Monster Modelworks that has a tie bond pattern every five courses.

For our purposes, these lines are important also as this is part of modeling brick structures. They should be at the same level all the way around the structure. It causes some waste of material but a practiced eye will be very aware of this subtle attention to detail. This is one of those areas where marking the "up" on pieces is eminently important. The product comes with this carefully laid out and once you get on to it, the process of working from a fixed starting point along one edge of the material becomes pretty straightforward.

Right is a close up of the completed windows. These are modified from Tichy Train Group's masonry series of window offerings. The arch is part number 8128 and the rectangle below is highly modified from number 8133. What is significant here is that they differ from their framed window series for wood structure prototypes.

The window sills are made from 1/4" x 1/16" styrene strip stock.

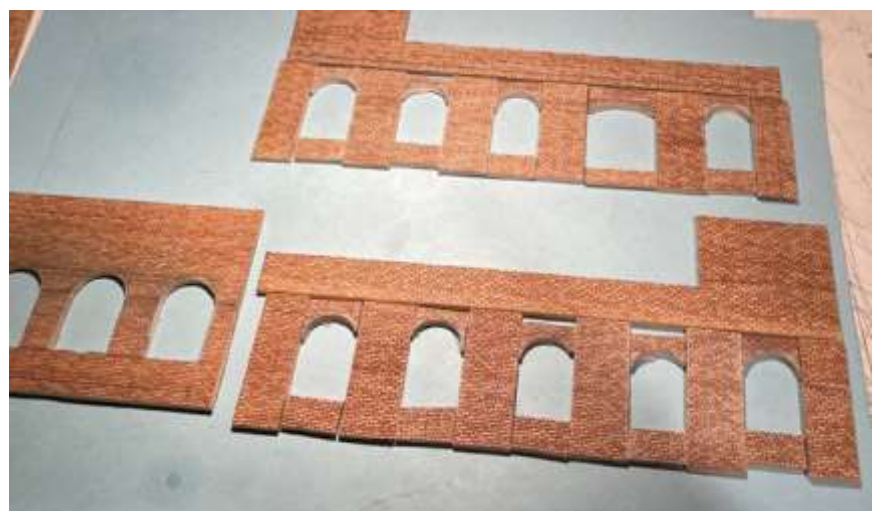
In the previous parts of this series, I spoke of how to make cuts for opening up scribed siding so as to receive the Tichy windows. When working with this thicker basswood material, it became evident that I was never going to get through this with any certainty that the window openings would finish with my expectations. I chose to go in a new direction that will play out in the remaining structures shown below.

I decided that, with the known heights and width of the windows, I could predictably cut the brick columns that would be between the many windows. The total height of the wall, including the window, would be a constant. With the length of the wall already established, I would need to consider the number of windows called for and then add those total widths. The remainder would be the number of columns added up to get back to the length of the wall, a combination of windows and columns. The part that became a bit flexible was the two segments at the corners and the door opening.

Here then is a photo of how I got there and the various segments that would fill out each wall. The photo to the right shows those many parts. What needs to be observed carefully here is the location of the tie lines of the five-course pattern of the brick. At the time this photo was taken, I had not established the exact height of the windows or the thickness of the window sills. In the end, two additional courses would be removed from the parts below the windows. What is important here is that this method will end up providing sharp corners at the lower window openings.



This is a 1921 photo adjusted for skew and used as a primary source for the initial design and sizing of the building. I ultimately modeled it in a time before the brick was painted white as in this photo.



The walls above were continuous over the length and width of the building. When glued up, all parts were brought to those continuous larger pieces. The difference here is that I took the columns between the windows all the way to the foundation. Either method will end with the same result.

The arched windows offered a challenge that I had not previously dealt with. Going in, I was not sure how I would accomplish this. Once in hand, the arched window casting from Tichy made it evident that this would not be solved with an X-ACTO blade. I made up a brass template of the arch and colored with machinist's marking blue dye. Shown to the right is my lash-up with a sanding drum and secured on my Unimat lathe as a vertical post grinder that would give me the arched brick part that would receive the Tichy window part.

These parts with the arch milled into started out to be the exact width of the segment that would be below the window. This brass template shows how this worked.

How then would I glue up so many parts at once? The solution came to me that it was not about doing this all at one glue set. In the end, I did this as a series of glue sets where I could monitor the various parts and adjust as I went along. As I proceeded from left to right, I could measure with a digital caliper that the top and the bottom were at equal decimal values. There were no clamps used during this process. I simply pushed the parts together and held them for a minute or two. Yellow glue sets up quickly when pressure is applied to the parts. I would not make the next glue set until I was sure that all things were equal and I could safely move on and depend on the idea that the wall would be straight five glue sets from now. In the photo to the right, the tin foil underneath was to ensure the wall would not get stuck to the bench along the way. The blue tape was simply there to hold the tin foil in place.

When the walls were stood up and glued to create the first of the now standing structure (below left), there would be a lot of steps to move toward completion. The final shape of the arched windows was not secured until the frames were individually fitted. Monster offers an arched brick lintel that served to hide the glue seams and establish more clearly the final arch. The prototype has a lot of cast-in-place concrete trim work around the windows that I chose to model with styrene strip.

The close up (far right) shows the mortar lines were created which would extend back into the wall and intersect with the windows when finally installed. This was accomplished by carving the lines in with an X-ACTO knife individually. Although this was relatively tedious, it is a detail that cannot be overlooked.

On their web site, Monster offers a mix of lintels which can be applied over the windows. On this model, I used the half circle part, that matched perfectly with the prototype. The lintels are available in a thickness of 1/32". Other lintels are available in long and short versions of a low arch semi-circle.

Separating the lower and upper walls of the structure is a decorative belt around the entire structure that sticks out about two feet. I modeled this in styrene as the prototype was smooth and would be difficult to hide the wood grain (next page).





Earl Bros. Sausage Co. I'm going to move on to the other build which came out of a conversation with a fellow modeler from Twin Falls, Idaho. He asked me what I knew about a place called Earl Brothers Sausage Company. "What do I know??? I drove past that building for 30 years when we lived west of Kuna, Idaho." A trip to the Idaho State Archives was again in order.

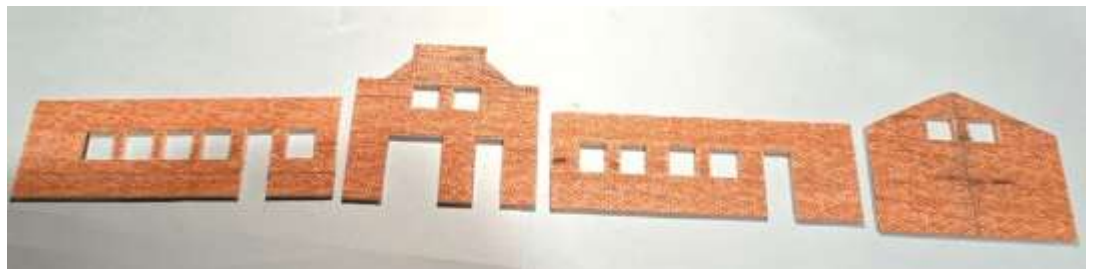
As it turns out, there is actually a lot of information about this building. I soon received from Twin Falls a few photos of the building after it had sustained a fire and was cordoned off with a large fence.

This then would prompt yet another build with the Monster Modelworks brick sheet material. I was captivated and stood this up in less than three weeks.

This building has more windows for its size than any constructed thus far. The cutting out process for these doors and windows used the same method shown earlier in this article. Assembly used the same method as the substation building: one piece at a time and simply pressed together by hand, no clamps.

The horizontal layout is my starting point for any building project (below right). This is not unlike the previous structure builds that all start out the same way; establish your horizontal lines around the entire building at an early stage. After that, everything will come together.

I mitered the corners to 45 degrees as the prototype had brick to the corners with no decorative brick work that could hide the 1/8" wall thickness (below left). That sanding process was also shown earlier in this story.



What can be seen clearly in the photo below right is the horizontal glue line above and below the windows. To the left of the walk-through door is a glue line at the top of that door that offered sharp corners for that casting also.



The curved brick lintels can be seen in these last two photos. These are available from Monster on their web site. On this particular structure, the lintels protrude a bit from the wall surface so I simply glued them to the walls. On subsequent builds, I have found structures where the lintels were flush with the wall so I have learned to inlay them with a very sharp blade and a bunch of time.

The windows on this structure were not available with the arched top that fits with the lintel. I modified the Tichy castings and made up the upper part of the window from .015" styrene sheet material.



#### Conclusion

I hope that this final part of the story offers encouragement to further your scratchbuilding interests. This last part was devoted to brick materials and how to easily create door and window openings. Again, I hope that you find some of these techniques useful and perhaps you can improve on my methods. If so, let me know through the e-mail response mechanism that John has created for this publication.

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## 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>

# Controlling a Ski Lift Animation

Article and Photos by Bill Fassett, MMR, 5th Division

Three River City Modelers (Robert Pillsbury, Dennis Todaro, and myself) recently collaborated on installing a Brawa Ski Lift<sup>1</sup> (Fig 1) at Eagles Nest on our club layout. We wanted it to be an interactive animation that allows visitors to push a button to start the ski lift for a single round trip of skiers. We also wanted a time-out period before the lift could be operated again. The basic scheme is:



Fig. 1. Brawa 6270 Sessellift Kit

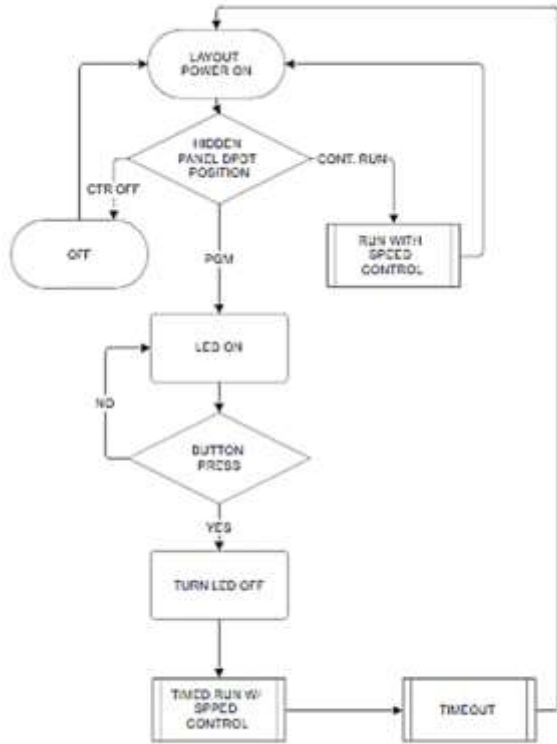


Fig. 2. Ski lift operation process flow.

4" x 6" piece of 1/4" plywood, using a European style terminal block for the input and output connections. The Nano was mounted in a plastic mini breadboard. A small DPDT (on-off-on) switch was used to select the continuous or visitor-initiated status. One pole handled the motor connections and the other pole the digital logic input.

Input power at 12 VDC connects to the L298N module, and its 5 VDC output was used to power the Nano. Control of the motor speed using pulse-wave modulation (PWM) was effected through pin 9 on the Nano connected to the enable A (ENA) pin on the L298N.

The pushbutton we chose to place on the layout fascia has an integrated LED that is set to operate between 9 and 12 VDC, and we left the jumper in place on enable pin B (ENB) so that the L298N would drive the LED at a little over 11 VDC. While similar lighted pushbutton switches are readily available on the Internet for less than \$1, we chose a high-end stainless steel switch<sup>4</sup> (Fig 5) costing about \$10, for durability and appearance. This can be connected as normally open (N.O.) and/or normally closed (N.C.). We used only the N.O. connection.

- Pushbutton on fascia has a LED that lights up when the lift may be operated.
- Visitor pushes button.
- LED turns off.
- Ski lift runs for one full circuit.
- A waiting period of two minutes or so keeps LED off.
- LED push-button lights up again to restart the loop.

We also wanted to be able to run the ski lift continuously under member control. Figure 2 illustrates the process flow.

## Operating Requirements

- Need to control the timing and display of the LED
- Need to set the motor run time period
- Need to set the time out period
- Need to control the motor speed
- Need to run the motor at between 8 VDC and 14 VDC (can't be powered by Nano)

## Implementation

We chose to use an Arduino Nano Every<sup>2</sup> (Fig 3) as the controller, and because we needed to control greater than the Nano's 5 VDC output, we used an L298N motor driver module<sup>3</sup> (Fig 4) to drive the motor and LED. These components were mounted on a



Fig. 3. Arduino Nano Every.

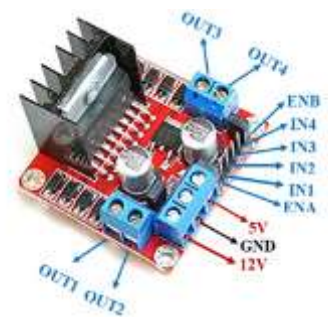


Fig. 4. L298N Motor Driver Module.



Fig. 5. 16 mm LED pushbutton

## Determining motor speed

The chairlift should look prototypical when operating. The upper (drive) wheel of the chair lift has a diameter of 1.75 in. Here's how we calculated the desired RPM for the chair lift motor:

- Prototypical speeds for a chair type of ski lift are around 8 ft/sec
- $8 \text{ ft/sec} \times 1/87 = 0.092 \text{ ft/sec} \times 1 \text{ ft}/12 \text{ in.} = 1.1 \text{ in./sec}$  HO scale speed
- $1.1 \text{ in./sec} \times 60 \text{ sec/min} = 66.2 \text{ in./min}$
- $1.75 \text{ in.} \times 3.1416 = 5.5 \text{ in./revolution}$  (Circumference =  $\pi d$ )
- $66.2 \text{ in./min} \times 1 \text{ revolution}/5.5 \text{ in.} = 12 \text{ rpm}$

The motor was tested at various voltages; and at approximately 9 VDC, it ran at approximately 12 rpm.

## Determining running time

The distance between the two ends of the ski lift is approximately 48 inches. Allowing 3.5 inches for the two wheels, the total length of the ski lift line is thus about 100 inches. At 66.2 in./minute, a complete tour of the lift was estimated at about 1.5 minutes or 90 seconds. Subject to further testing and adjustment during actual operation, the delay time in the code below was set to 90 seconds (90,000 ms) for the run time and the time out was set to 2 minutes (120,000 ms).

## Coding

Here is the current version of the Arduino sketch we used. Experienced Arduino programmers will likely see many ways to improve this, but if it works, it isn't crazy!

```
//SKI LIFT CONTROL PROGRAM FINAL VER 02-16-24 FOR NANO EVERY
// Ski Lift Motor - connect to logic input A of L298N
int enA = 9;
int in1 = 8; // ground
int in2 = 7; // 8 - 10 vdc +
//Speed control value - use 175-190 for NANO EVERY to output ~9 VDC
int SVal = 175;
// LED connections - connect to logic input B of L298N; leave enB jumped
int in3 = 5; // ground
int in4 = 4; // 12 vdc +
// Panel switch inputs - PSPgm (DPDT set to Program)- PSCrn (DPDT set to continuous
run) -
// DPDT switch: one pole connects 12 VDC + to L298N 12 V +; the other pole connects
between Arduino pin 12 or 13 and GROUND
int PSPgm = 12;
int PSCrn = 11;
int UserPB = 10; // Fascia pushbutton input - UserPB is fascia panel SPST MOM ON
// "positive" wire of pushbutton connects to pin 10; other wire to ground
void setup() {
  // Set all the motor control pins to outputs
  pinMode(enA, OUTPUT);
  pinMode(in1, OUTPUT);
  pinMode(in2, OUTPUT);
  pinMode(in3, OUTPUT);
  pinMode(in4, OUTPUT);
  pinMode(PSPgm, INPUT_PULLUP);
  pinMode(PSCrn, INPUT_PULLUP);
  pinMode(UserPB, INPUT_PULLUP); // internal PULLUP resistors enabled needed
when using a switch for digitalRead()
  // Turn off motor
  digitalWrite(in1, LOW);
  digitalWrite(in2, LOW);
  // Turn off LED
  digitalWrite(in3, LOW);
  digitalWrite(in4, LOW);
}

void loop() {
```

```

int Pgm = digitalRead(PSPgm); //is DPDT set to PGM?
int Crn = digitalRead(PSCrn); // or is DPDT set to Cont Run?
// if DPDT set to Off, program will never run
if (Pgm == LOW)
{
  skiLiftPGM();
}
else if (Crn == LOW)
{
  skiLiftCont();
}
}

// Function to run ski lift continuously
void skiLiftCont() {
  digitalWrite(in4, LOW); // turn off LED
  // turn on motor- if runs wrong direction, reverse output jumpers
  digitalWrite(in1, HIGH);
  digitalWrite(in2, LOW);
  // set voltage to motor at ~ 9 v; send PWM setting to L298N
  analogWrite(enA, SVal);
}

// Function to run ski lift for limited time when panel button is pushed.
void skiLiftPGM() {
  digitalWrite(in4, HIGH); // turn on LED
  int PBV = digitalRead(UserPB); // has fascia button been pushed?
  // will return LOW because it is connected to GND when using pullup resistors
  if(PBV == LOW) {
    digitalWrite(in4, LOW); // turn off LED

    // turn on motor - if runs wrong direction, reverse output jumpers
    digitalWrite(in1, HIGH);
    digitalWrite(in2, LOW);
    // set voltage to motor at ~ 9 v
    analogWrite(enA, SVal);
    delay(900000); // run for 90 seconds
    // turn off motor
    digitalWrite(in1, LOW);
    digitalWrite(in2, LOW);
    delay(120000); // time out for 120 seconds
  }
}
}

```



**Fig. 6. Completed module**

### Completed Module

The completed module was mounted on a base of 1/8" plywood (Fig 6). It would be possible to hard wire (solder) all the connections to the Arduino Nano to make the module more resilient, but it will be mounted in a secure location that is seldom accessed.

<sup>1</sup> Brawa 6270 Sessellift Operating Chair Lift Kit, bought on eBay

<sup>2</sup> Arduino Nano Every single board pack - \$18.93 at Amazon. (3 packs are around \$40)

<sup>3</sup> Qunqi L298N Motor Drive Controller 2 pack - \$8.99 at Amazon.

<sup>4</sup> APIELE 16mm Momentary Pushbutton Switch with 12 V LED for 16mm 0.63" mounting hole - \$9.49 at Amazon.

# Herding Cats

Article and Photos by Jerry Thomas, 3rd Division

Railroaders who love cats know that herding one, two, or daresay three cats away from the trains is a dangerous job. Fifteen years ago a commercial entitled “Like Herding Cats” was created for the Super Bowl. EDS, an HP company, depicted cowboy cat herders driving 10,000 cats across the open prairie—the idea being that the company, using their combined creativity, could solve nearly impossible problems. I knew when I saw it that I would like to try to replicate this scene in HO scale. My wife, Madgelene, and I collected HO cats for several years from many sources to put the scene together at our ranch. Check out EDS’s commercial on YouTube: Like Herding Cats: [https://www.youtube.com/watch?v=m\\_MaJDK3VNE](https://www.youtube.com/watch?v=m_MaJDK3VNE)



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## Wiring Turnout Controls on a Free-Mo Module

Article, Photos, and Drawings by Brian Orsen, 1st Division

*Editor’s Note: This is a follow-up to Brian’s article on building turnout controls, which was published in the February 2024 Switchlist.*

The Umpqua Valley Model Railroad Club (UVMRC), which is located in Roseburg, Oregon, has a large number of Free-mo modules which needed turnout controls installed on the modules. The club uses Circuitron Tortoise™ switch machines. The following explains on how the controls were wired.

## Turnout Control Design 1

Manual Tortoise control using a DPDT toggle switch with red/green 2-lead 5mm LED with holder.



### LED Pins

1. A 470 ohm or larger resistor attached to lead of LED and other end of resistor attached to pin 3 or 6 of switch.
2. LED lead is attached to pin 3 or 6 of switch.

### Toggle Switch Pins

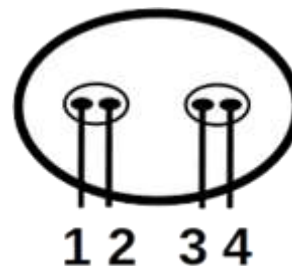
3. Attached to pin 1 or 8 of Tortoise switch machine, so LED displays a green light on the thru route.
4. Attached to 12VDC.
5. Attached to GND.
6. Attached to pin 1 or 8 of Tortoise switch machine so LED displays a green light on the thru route.

### NOTE:

1. If more than one switch panel is used then LED leads of the switch panels are not attached to pins 3 and 6 of switch panel, but attached to pins 1 and 8 of Tortoise switch machine.
2. If more than one switch panel is used, then the 1st switch panel pins 4 and 5 are attached to power and ground, pins 3 and 6 are attached to the 2nd switch panel pins 4 and 5, pins 3 and 6 are attached to pins 1 and 8 of Tortoise switch machine.

## Turnout Control Design 2

DCC Tortoise control with normally open push button switch with red/green 2-lead 5 mm LED with holder.



Because the club 's command station is NCE, we use NCE Corporation Switch-It Mk2 stationary decoders,.

1. A 470 ohm or larger resistor attached to lead of LED and other end of resistor attached to pin 1 or 8 of Tortoise switch machine, so LED displays a green light on the thru route.
2. LED lead is attached to pin 1 or 8 of Tortoise switch machine, so LED displays a green light on the thru route.

### Push Button Switch Pins

3. Attached to pin 1N, if using (SWA). Pin 2N, if using (SWB) of Switch-It Mk2.
4. Attached to pin C, if using (SWA). Pin C, if using (SWB) of Switch-It Mk2.

### Switch-It Mk2 Output Pins

Pins 1A and 1B (SWA) or Pins 2A and 2B (SWB) attached to pins 1 and 8 of Tortoise switch machine.

NOTE:

1. DCC Track power must be attached to pins of Switch-It Mk2 labeled TRK.
2. Follow Switch-It Mk2 manual to set the configuration variable (CV) for push button toggle capability, address assignment for DCC control, along with other CV's for other adjustments.

Conclusion

There are different ways to wire the above discussed controls.

Example: The resistor is not needed in the manual control setup if you wire the LED in series with the Tortoise switch machine after the last toggle switch and before the Tortoise. Or, in the DCC control setup, the resistor is not needed in the push button control after the Switch-It Mk2 output pin and before the Tortoise. But by doing it this way, if the LED fails, the switch machine fails to operate due to the LED creating an open circuit.



## 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 **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](https://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](https://nmra.org/user/register) to register your name on the website.

Bespoke Rail	<b>Ipswich Hobbies</b>	RR-CirKits, Inc
CatzPaw Innovations	<b>ITLA Scale Models</b>	Scale Model Plans
CB Train Junction	K.I.S.S. Method Inc	Scale Railroad Models
Clever Models LLC	LaBelle Woodworking Co.	Scenery Solutions
CMR Products LLC	LARC Products	Showcase Miniatures
Coastmans Scenic Products	Logic Rail Technologies	<b>T-TRAK by Denniston</b>
Composite Designs, Inc	MAC Rail	Team Track Models
Conowingo Models	Micro-Mark	<b>The Model Railroad Benchwork Store</b>
<b>Cowcatcher Magazine</b>	Mine Mount Models, LLC	The N Scale Architect
Daylight Sales	Miniprints	The Old Depot Gallery
Deepwoods Software	Model Train Catalogue	Tichy Train Group
Deluxe Materials	Modelers Decals & Paint	Touch of the Brush Model Weathering
Diorama Hobbies	Motrak Models	Train Installations, LLC
Dwarvin Enterprises, Ltd.	MRC (Model Rectifier Corporation)	Trainmasters TV / Model Railroad Hobbyist Store
East Coast Circuits	<b>MrTrain.com</b>	Train Show, Inc
Enterprise & National Car Rentals	Mudd Creek Models	Trainz
Evan Designs	New Creations Victorian Railroad Buildings	TSG Multimedia
Feight Studios	Nick and Nora Designs	UGEARS
Fusion Scale Graphics	Northlandz	USA Airbrush Supply / Badger Airbrush
Gatorfoam	N Scale Works	<b>White Rose Hobbies, LLC</b>
Great Decals!	<b>Old Depot Gallery</b>	WiFi Model Railroad LLC
Green Frog Productions	Old West Scenery	Yelton Models
Highways and Byways Model Railroad Graphics	R & J Details	
Hot Wire Foam Factory	Ram Track	

# Vacation Bonus

Article and Photos by Bill Voogd, 5th Division

In early April, my wife and I travelled to the Dallas, Texas, area for a vacation. The purpose was twofold. First, her brother and his family live in the area and we hadn't seen them for a couple of years. Second, the path of totality for the recent solar eclipse was going right through their city. We were able to experience the entire event without venturing further than their backyard patio. It was really amazing.

But whenever I travel to other areas, I always check for model train stores and club layouts in the area. My efforts this time were rewarded by finding the [Texas Northern Model Railroad Club](#) in northern Dallas. They have an amazing HO layout, which the approximately 100 members have been working on for about 15 years.

It is a very large single level layout in a light industrial area building. I would estimate the layout size as about 40 x 70 feet. The modelled era is somewhat modern and based on a generic Midwest semi-urban location. You don't need mountainous terrain to make a layout look spectacular. They have a large central classification yard and run realistic operations, servicing a wide variety of industries. The quality of the trackwork and buildings is spectacular. I have never seen better trees and dense forest areas on a layout. There is an amazing amount of detail everywhere you look. Industries and other structures have great signage and are well lighted, with appropriate vehicles, people, and industrial tools in abundance.

One of the layout features is a very large steel mill complex. They accomplished a great deal of kitbashing and scratch-building to build a very large and complete steel mill with great detail. The interior of the rolling mill was just amazing, with all the machinery, including red hot ingots. There is even molten metal pouring from a hot metal car. Their downtown area looks like a complete city, and contains an amazing number of appropriate vehicles and figures. They have used significant animation, and there are events of interest going on wherever you look on the layout.

The club members were gracious hosts and obviously really enjoyed visitors and showing off their layout. They encouraged me to take lots of pictures. I have found this to be typical whenever I visit other layouts as a guest—great fellowship with fellow model railroaders. And a great source of ideas for your own layout.

So, when you're travelling this summer, don't forget to research the Internet for any model railroads (or train stores) in the area you are visiting, and include that in your vacation itinerary. It is a real vacation bonus.





# Officers' Reports

## From the Engineer's Side of the Cab

Jeff Herrmann, MMR, President

### MAKE TIME TO SHARE THE LOAD

I think it is time (probably past due) for a very serious discussion about the future of NMRA and the part each of us plays in making it work.

NMRA is currently made up of about 15,000 members from around the world (mostly North America). To facilitate delivery of benefits to members and to enhance the opportunities for members to associate, the NMRA is divided into 17 geographic Regions. Pacific Northwest Region includes the entire northwest corner of the continent and is one of a few international regions. PNR is further subdivided into seven Divisions to more closely associate members in relative geographic areas with each other. There is a lot of territory in each of the Divisions which adds to the challenges of benefits delivery and member association. PNR has about 1,500 members. The ultimate success of the Association achieving its objectives and completing its mission depends on each of the members carrying some part of the load.



NMRA has created an organizational structure that helps guide the PNR and our Divisions. Each layer is led by a number of individuals who we, as members, elect from among our own membership to implement programs and processes to bring value to Association membership. We are represented by a Region President and Vice President and each Division has its own Superintendent. These officials are usually elected for two-year terms. The elected officials, in turn, ask several members of their immediate organization for support as Secretary, Treasurer, Directors, and various Committee Chair positions. None of these are full-time jobs and the amount of time required for any one job is dependent on the support received from inside the organization.

Did you ever think that your division could solve all its problems if we could just find more, or upgrade your current volunteer leadership a little bit? Do you feel like your division is in “survival mode?” Well, you might be right! The most important asset a division (and our region) can have is strong and effective volunteer leadership.

Part of our challenge is our members thrive in basements, attics, and man-caves—**don't get out much!** When I retired from “full-time” work, I moved from coat, tie, and office every day to jeans, T-shirt, and the train room. Before long, I realized that I don't do hermit very well and missed being around grownups. The answer was to become involved in organizations and associations comprised of people with like interests. I also discovered that the first rule of retirement—“Learn how to say NO”—did not work very well if I wanted the organizations and associations to have any meaning to me. I also learned that 40 years of professional experience has some relevance in my participation. I could use my time and my experience to work with fellow members to make the organization more meaningful and successful. If I wanted the organization to be of any value to me, I had to put some of my value into the organization. Further, my religious beliefs and Scouting background (I am an Eagle Scout) encourage me to give servant leadership and help out where I can, especially in organizations that have had so much meaning to me! I suspect you might feel the same.

Perhaps you are at a point in your life where you can give back to a hobby and Association that has given you so much. **It doesn't have to start with a huge role. Perhaps offer to help with a Division meet as a greeter, clinician, or one of the guys who helps by setting up, making the coffee, or cleaning up after the meet.**

I expect that you are past the stage of being a “taker” and have progressed well into the role of a “giver.” The question now is are you prepared to take your place in the ranks of leadership? When our various nominating committees seek candidates for elected offices and get silence in return, we have a problem in understanding personal responsibilities that go along with belonging to an Association. In almost every instance, there are no requirements or demands of an elected office (or appointed position) that we have not satisfied in our professional career. The common reasons not to serve, such as “I am not qualified” and “I don't have time right now,” are little more than avoidance efforts and passing the responsibility on to someone else. When it is too hard for everybody, there is nobody left to help carry the load and we are done as an Association.

If you have served on a committee or in an appointed position in your Division, please accept a nomination for an elected position. If you have served as a Division Director, please accept nomination to the Superintendent level. If you have served at the highest level in the Division, accept nomination or appointment in a Region Leadership position. In addition, if you have previously served actively, then strongly encourage other members to accept nomination or appointment and serve. When our nominating committee is 1500 members strong, we will begin to realize the real benefits of the association. Please

be an active part of “making the time to share the load.”

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## The NMRA's Best Recruiting Secret: You!

Richard Kürschner, Vice President

Alright, let's get straight to it. We all share a love for model railroading, but how do we reel in new enthusiasts for the NMRA? Our standards, our nifty educational materials, and those discounts from partner programs won't cut it alone. But you know what can? You.

Think back—what drew you to the NMRA? Was it some fancy brochure or a killer discount offer? Doubtful. It was probably a friend who couldn't stop talking about the top-notch standards, shared some neat tricks from an NMRA clinic, or boasted about scoring a great deal.

In highly complex marketing terms, you're the secret sauce. You're the special ingredient that makes the NMRA shine. Your passion, your expertise, and your friendly demeanor set us apart. You're like the unofficial ambassador of all things NMRA, and you should be spreading the word wherever you go.

It's not hard, and it won't take much effort on your part. The next time you're shooting the breeze with a fellow model railroader, whether it's a friend, a former colleague, or even a stranger at the local hobby shop, drop a hint about the perks of NMRA membership. Maybe mention how much you saved on your latest purchase or invite them to check out a clinic at the next meet. It's all about sharing the camaraderie and welcoming new members aboard.

Together, let's keep the model railroading community buzzing with excitement. Because at the end of the day, it's your passion and enthusiasm that make the NMRA the fantastic community it is. Spread the word!

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## Treasurer's Report

Rick Martin, MMR

Greetings fellow Region members.

The treasury remains in good status. While one would think there would be more action that crossed the financial path of PNR, one would be thinking above the pale. I don't mean to say this is an easy job, but it is not difficult in the least. What follows is a summary of activities since the last report.

To begin, a couple of expense reports were submitted for which checks were cut. These were quarterly expenses for AP. This expense was higher than normal as the PNR added three new Master Model Railroaders to its list. The Region picks up the tab for a personalized polo shirt along with recognition framed certificates and plaques. Mssrs Herrmann, Figy, and Fassett were added to the roles. I am certain that all have read their bios in the latest NMRA magazine. That is five new MMRs in PNR in the past 12 months.

One other expense was for a valuation of a railroad pocket watch that is under the PNR umbrella. Kurt Laidlaw had it appraised for which we, PNR, paid the expense of the jeweler's assessment.

As to the income side, we received our semi-annual Dues Allocation check for Divisions 1-5. Checks were then cut for each Division and mailed out.

Having said all the above, if you have questions I would be more than happy to answer. Send me an email at [rick.martin5727@gmail.com](mailto:rick.martin5727@gmail.com).

Respectfully submitted,  
Rick Martin, MMR  
PNR Treasurer



P.S.- I was a bit premature in my last report about ending my tenure as treasurer. Since I serve at the pleasure of the President, Jeff Herrmann, it is he or his replacement who will determine my status. Mea culpa on those last report remarks.

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# Office Manager's Report

James Keena

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of April 2023 through April 2024. As you can see in Table 1, the Pacific Northwest Region, which consists of seven (7) divisions, currently has a total of 1,441 members, of which 26 are Rail Pass members. Unfortunately, we had a loss of 25 members due to death. Table 2 shows that we brought in 219 new members over this same period, of which 43 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	Apr-23		May-23		Jun-23		Jul-23		Aug-23		Sep-23		Oct-23		Nov-23		Dec-23		Jan-24		Feb-24		Mar-24		Apr-24		Net +/- over year Jan-Jan
	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	3	79	3	80	4	79	3	79	3	80	5	72	5	82	5	84	3	85	1	84	3	80	2	76	1	-6
2	115	1	112	1	111	1	112	1	115	1	110	2	110	1	110	1	110	2	108	2	112	1	110	2	109	2	-7
3	74	3	65	3	67	3	66	3	66	2	66	5	64	5	67	6	69	5	69	5	75	5	72	4	77	6	10
4	432	15	431	17	429	16	435	15	430	15	423	15	440	12	434	12	433	12	414	9	442	8	442	7	440	8	-7
5	175	4	179	3	182	4	186	4	189	3	177	4	186	5	188	5	181	4	196	3	201	3	201	3	203	2	24
6	198	4	204	5	211	5	219	4	259	3	258	4	262	2	260	2	258	1	258	1	259	0	253	0	257	1	55
7	261	3	254	2	255	3	255	3	256	3	264	4	267	4	265	3	263	2	266	5	274	5	276	5	279	6	15
<b>Tot</b>	<b>1334</b>	<b>33</b>	<b>1324</b>	<b>34</b>	<b>1335</b>	<b>36</b>	<b>1352</b>	<b>33</b>	<b>1394</b>	<b>30</b>	<b>1378</b>	<b>39</b>	<b>1401</b>	<b>34</b>	<b>1406</b>	<b>34</b>	<b>1398</b>	<b>29</b>	<b>139</b>	<b>26</b>	<b>1447</b>	<b>25</b>	<b>1434</b>	<b>23</b>	<b>1441</b>	<b>26</b>	<b>84</b>

**Table 2. New members showing Rail Pass portion by Division**

Div	Apr-23		May-23		Jun-23		Jul-23		Aug-23		Sep-23		Oct-23		Nov-23		Dec-23		Jan-24		Feb-24		Mar-24		Apr-24		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	3	0	0	0	0	1	0	0	0	1	1	1	1	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	10	3
2	5	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	12	2	
3	5	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	2	0	0	0	0	0	0	0	0	1	2	12	7	
4	24	4	4	2	0	0	2	0	0	0	2	2	0	1	2	0	1	2	6	1	2	0	6	1	0	0	49	13		
5	13	1	3	0	0	1	1	1	0	0	0	0	0	1	0	1	0	1	0	5	0	3	0	5	1	3	1	35	6	
6	9	2	4	0	4	0	0	0	33	0	1	1	1	0	0	0	1	0	4	0	1	0	2	0	2	1	62	4		
7	14	1	1	0	0	0	2	1	0	0	8	1	3	1	1	0	0	0	2	2	4	1	2	0	2	1	39	8		
<b>Tot</b>	<b>73</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>36</b>	<b>2</b>	<b>13</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>18</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>9</b>	<b>5</b>	<b>219</b>	<b>43</b>		

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

Div	Apr-23		May-23		Jun-23		Jul-23		Aug-23		Sep-23		Oct-23		Nov-23		Dec-23		Jan-24		Feb-24		Mar-24		Apr-24	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	2	0	0	0	0	0	3	0	2	0	0	0	1	0	1	0	0	1	2	0	1	0	4	1	2	0
2	4	0	2	0	1	0	0	0	0	0	5	0	2	1	0	0	2	0	1	0	0	0	3	0	2	0
3	2	0	1	0	0	0	1	0	1	1	1	0	3	0	0	1	0	0	1	0	1	0	4	0	0	0
4	8	0	8	0	3	1	5	0	7	1	15	1	4	1	9	1	2	1	10	4	8	2	10	0	3	0
5	10	0	3	1	0	0	2	0	0	0	1	0	3	0	2	0	1	0	1	1	2	0	3	1	2	1
6	3	0	1	0	2	0	1	1	3	0	1	0	2	0	1	1	4	1	3	0	6	0	12	0	1	0
7	7	0	10	0	0	0	2	1	3	0	0	0	1	1	4	1	4	0	2	0	2	0	2	0	3	0
<b>Tot</b>	<b>36</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>16</b>	<b>2</b>	<b>23</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>17</b>	<b>4</b>	<b>13</b>	<b>3</b>	<b>20</b>	<b>5</b>	<b>20</b>	<b>2</b>	<b>38</b>	<b>2</b>	<b>13</b>	<b>1</b>

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

Div	Apr-23		May-23		Jun-23		Jul-23		Aug-23		Sep-23		Oct-23		Nov-23		Dec-23		Jan-24		Feb-24		Mar-24		Apr-24	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	1	0	2	0	0	0	0	0	2	0	1	0	0	0	1	0	1	0	0	1	1	0	1	0	4	1
2	2	0	4	0	3	0	0	0	0	0	0	0	4	0	2	1	0	0	2	0	1	0	0	0	3	0
3	1	0	1	0	0	0	0	0	1	0	1	1	1	0	3	0	0	1	0	0	0	0	0	0	2	0
4	10	1	7	0	8	0	3	1	6	0	6	1	0	0	4	1	7	1	3	2	8	4	7	2	7	0
5	4	1	4	0	4	0	0	0	1	0	0	0	1	0	2	0	2	0	1	2	1	1	2	0	2	1
6	9	0	5	0	1	0	2	0	1	1	3	0	1	0	2	0	0	1	4	1	3	0	4	0	12	0
7	1	0	6	0	7	1	1	0	0	1	3	0	0	0	1	0	3	1	4	0	1	0	1	0	0	0
<b>Tot</b>	<b>28</b>	<b>2</b>	<b>29</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>14</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>13</b>	<b>4</b>	<b>14</b>	<b>6</b>	<b>15</b>	<b>5</b>	<b>15</b>	<b>2</b>	<b>30</b>	<b>2</b>

# Achievement Program Report

Bill Fassett, MMR, AP Manager

Four New MMRs!

The Pacific Northwest Region recognized four new Master Model Railroaders® in February and April.

Dan Figy, MMR #757, is from Spokane, Washington, and completed his MMR requirements in February with an AP Certificate for Master Builder – Cars. Dan is the creator of the Jacobs Thorne Short Line layout at his home, which is a premier freelanced switching layout. He is a long-time member of River City Modelers and has earned AP Certificates for Cars, Structures, Scenery, Civil, Electrical, Chief Dispatcher, and Volunteer.

Jeff Herrmann, MMR #758, is well known to all of us as our PNR Region President. He lives in Rathdrum, Idaho, and, like Dan, is a member of the River City Modelers. Jeff's ambitious home layout remains a work in progress, but benefits from an ample collection of superior examples of weathered structures from prior layouts. He has completed AP Certificates for Cars, Structures, Scenery, Electrical, Association Official, Volunteer, and Model Railroad Author.

Robert Ray, MMR #761 is a Z-scale modeler from Meridian, Idaho. He is creating a superb Z-scale layout based on Lester, Washington, and is a prolific contributor to the Z-scale modeling literature. Robert won the award for Best of Show at the 2023 NMRA Convention for his scratchbuilt Z-scale C&NWR 60-ton Boxcab. Robert has received AP Certificates for Motive Power, Cars, Structures, Scenery, Prototype Models, Electrical, and Author.

William Fassett, MMR #756 is, of course, yours truly. I am extremely pleased to join this very special group of modelers. For the record, I have received AP Certificates for Author, Cars, Electrical, Structures, Chief Dispatcher, Association Official, and Volunteer.

Awards Earned since the last *Switchlist*

Golden Spike Award – The Division Superintendents and AP Managers have responded wonderfully to the challenge to recognize more members with the Golden Spike Award, and PNR now leads the rest of the NMRA in this category! The following members have been awarded a Golden Spike certificate:

Greg Amer	Russell Kerr
Malcolm Anderson	Charles Lee
Tim Bristow	Nick Lehrbach
Chris Carson	Ken Levine
Harvey Crowder	Mark McNaghten
Larry Dickinson	Brian Randall
Ronald Hillis	Paul Schmidt

Merit Awards—The following members have earned Merit Awards:

Doug Airey—Scenery  
Dave Audley—Cars (2)  
Malcolm Anderson—Cars (2)  
Laurence Baxter—Cars (5)  
Tim Bristow—Cars (3), Civil (3), Scenery; Structures (5)  
Lee Chessman—Civil (3); Scenery; Structures (2)  
Robert Deem—Cars (4)  
Dennis Dreher—Cars (4)  
William Fassett—Structures (4)  
Jeffrie Herrmann—Cars (4); Structures (4)  
Russell Kerr—Cars, Structures (2); Civil (3)  
John Langlot—Structures (6); Scenery  
Mark McNaghten—Scenery; Structures (5)  
Brian Orysen—Structures

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

Lee Chessman—Master Builder – Scenery; Master Builder – Structures; Model Railroad Engineer – Electrical; Model Railroad Engineer – Civil  
Laurence Baxter—Master Builder – Cars  
Tim Bristow—Association Volunteer; Master Builder – Scenery; Master Builder – Structures; Model Railroad Engineer – Civil; Model Railroad Engineer – Electrical  
Kevin Chain—Association Volunteer; Chief Dispatcher; Model Railroad Engineer – Electrical  
Rick Clark—Association Volunteer; Master Builder – Scenery  
Robert Deem—Master Builder – Cars  
Dennis Dreher—Master Builder – Cars  
William Fassett—Master Builder – Structures; Master Model Railroader®  
Dan Figy—Master Builder – Cars; Master Model Railroader®  
Wyatt Green—Association Volunteer  
George Hledik—Association Volunteer  
Jeffrie Herrmann—Master Builder – Cars; Master Builder – Structures; Master Model Railroader®  
Russell Kerr—Model Railroad Engineer – Civil; Model Railroad Engineer – Electrical  
John Langlot—Association Volunteer; Master Builder – Structures; Master Builder – Scenery; Model Railroad Engineer – Electrical  
Mark McNaghten—Master Builder – Scenery  
Bob Morris—Association Volunteer  
J. Scott Sabo—Chief Dispatcher  
John Pettigrew—Master Builder – Scenery; Model Railroad Engineer – Electrical  
Robert Ray—Model Railroad Author; Master Model Railroader®  
Michael Tietz—Association Volunteer  
Bill Voogd—Model Railroad Engineer – Electrical

The PNR AP Team congratulates all of these outstanding modelers!

#### Selected Pictures

Here's are scenes from MMR Robert Ray's Z-scale layout featuring the Lester Hotel & Café and the coal dock. Robert provided the photos.





## NMRA Model Railroad Directory

The **new** NMRA Model Railroad Directory is now online and ready to use!

Now, whether you're at home or traveling, you can contact other NMRA members for a layout tour, to talk trains, or even to join in an op session! There are maps, descriptions, photos, videos, and more. And it's only available to NMRA members.

Visit [www.nmra.org](http://www.nmra.org), click on "Member Home," then "Directory" to see layouts in your area or to list your own layout (as long as it's an operating home or garden railroad). Join in the fun!

# Division Reports

## 1st Division

Charlie Hutto, Superintendent

The First Division Board met in Roseburg a few weeks ago, as we had much to discuss. We are working on publishing the next edition of our newsletter, the *Brakeman's Rag*, in a few weeks. Also, we are hoping to plan a mini-meet in our section for later in the year.

## 2nd Division

Jeff Shultz, Superintendent

We've been having regular meets every 2-3 months. Our next one will be 2:30 p.m. on May 18th at the Wilsonville Public Library. Charlie Comstock will be doing a presentation on "The Story of the Bear Creek Turntable." We've also been exploring the possibility of having more local get-togethers, unstructured gatherings of modelers who live in the same local area, but might not even know each other.

## 3rd Division

Shelley Shelstad, Superintendent

No report this quarter.

## 4th Division

Bill Messecar, MMR, Superintendent

Our monthly on-line clinics continue this year—look at the schedule in the [4th Division Grab Iron](#) and join us. Modular groups participated in shows at the Washington State History Museum Christmas Show attended by almost 10,000 visitors, as well as the Great American Train Show in Puyallup, Washington. We continue to host a virtual layout tour at 10 a.m. Pacific Time on the 2nd Saturday of the month. Jerry Boudreaux's Santa Fe Layout Tour Part 1 – Construction and Scenery was featured on April 13. You can also go to the [4D PNR YouTube channel](#) to see any you may have missed.

We presented our plan to host the 2027 NMRA National Convention in Tacoma to the NMRA BOD and hope to get their approval to proceed when they meet at the Long Beach NMRA Convention.

Elections are underway for a new 4D Superintendent and BOD member as well as expanding the 4D Board of Directors from three to five to provide more leadership development in the 4th Division.

We will hold our Spring Meet on June 8th, 2024, at the Northwest Railway Museum in Snoqualmie, Washington. Hope to see you all at the PNR convention in Surrey, BC this May—I'll be there.



## 2nd Division Meets Online

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

Recorded Zoom Meets are at: <https://www.youtube.com/channel/UCWMrJ-wg0pHgoke3px4F66g>



## 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>

## 5th Division

Bill Voogd, Superintendent

Greetings from Bill Voogd and the 5th Division. Spring is finally here and we are certainly enjoying the warmer weather. It certainly makes it much easier to travel to the various model railroading events and activities.

5th Division had their annual meeting on April 20th. The event was held at the Inland Northwest Rail Museum in Reardan, Washington. It is a great place to hold such events and they were great hosts. Officer elections were conducted at the business meeting and there is no change in leadership for the upcoming year.

John Langlot, a retired conductor for the Great Northern and Burlington Northern, presented a history of all the railroads which conducted business in the Spokane area. It was fascinating to hear about the numerous railroads of a century ago, their routing through the Spokane area, and the various takeovers and mergers which significantly reduced their numbers by the 1970s. This is especially significant as this is the 50th anniversary of Expo 74, which significantly changed the railroad landscape and trackage through Spokane, especially in the downtown area.

We also had short presentations on restoration projects currently being worked on at the Inland Northwest Rail Museum and a status report on the 2025 PNR Convention, which will be held in Pasco, Washington.

Of particular interest were three members of 5th Division being recognized for achieving Master Model Railroader status. The members are Bill Fassett (MMR #756), Dan Figy (MMR #757), and Jeff Hermann (MMR #758). All three achieved this through a combination of building home layouts, work done on club layouts, and volunteering in various capacities. Congratulations to all. Job well done!

I look forward to seeing many of you at future 5th Division events.



Scenes from the 5th Division annual meeting at the Inland NW Rail Museum. Members are listening to a presentation by John Langlot about the railroads that served the Inland Northwest. Bill Fassett photos

## 6th Division

Ed Molenkamp, Superintendent

Greetings from the 6th Division.

Busy times here in the division. We have just completed our spring show as I like to call it. All successful I am told. The weather cooperated this year.

Looking forward to the Regional convention in Surrey this month. It is shaping up to be a good one and I can't wait to see some old and new faces.

Our division meet is also just around the corner. Dino tracks in Drumheller, Alberta, June 21-23.

See you all in a couple weeks.

---

## 7th Division

Victor Gilbert, Superintendent

PNR Convention 2024 – The Surrey Excursion is in the final planning stages. The 7th Division's convention committee has put together a fantastic event. There are a variety of clinics, layouts, and op sessions for your enjoyment. We have a prototype tour of the Vancouver G3 Terminal. I am told this is a fantastic tour. Lots of Non-Rail activities as well. For those of you that are coming, I hope you will take some time to explore our beautiful British Columbia. I am looking forward to seeing everyone there.

The Division has embraced the challenges of membership and is working to retain the members we have. We have had 14 new members sign up so far this year.

The two annual shows so far this year, The Sea to Sky Train & Hobby Show and the Nanaimo Train & Hobby Show, have been well attended.

As always, I want to thank the 7th Division members who continue to deliver an exceptional experience to the Model Railroad community, whether virtual or in person.



### The *NMRA Turntable* makes the Internet a little smaller.

If you're spending hours doing Internet video searches, you're wasting valuable modeling time! The *NMRA Turntable* brings the best of the best model railroading videos to your email box every month. It's one more benefit of NMRA membership!

**If you're not receiving it, contact NMRA HQ and make sure they have your current email address.**

# 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](mailto: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.

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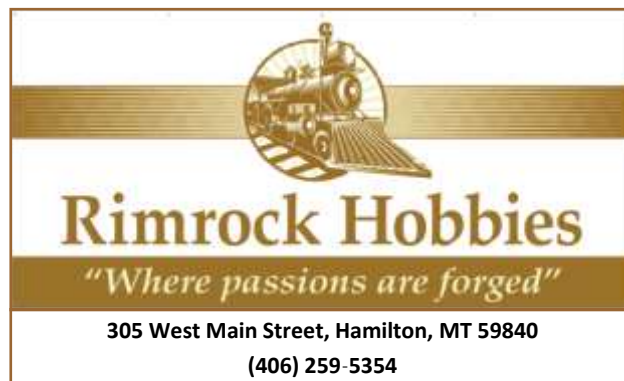
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**Looking for prototype or historical photos, track diagrams, or other information?**

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connect with fellow PNR members!**

# Timetable

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

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

## 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/>



Oct 5, Portland, OR

2024 Bridgetown Railroad Prototype Modelers Meet. Shilo Inn at the Portland Airport. 10 a.m. to 4 p.m. Info: <https://www.brpmm.com/> or Bruce Barney: [bcbarney@msn.com](mailto:bcbarney@msn.com)

## 2025

May 9–11, Pasco, WA

2025 Pacific Northwest Region Convention "Ainsworth Connector." Pasco Red Lion Hotel and Conference Center. Activities include self-guided layout tours, Free-mo layouts, operating sessions, clinics, Celebration Room, AP evaluations, non-rail program, Annual General Meeting, Sunday awards luncheon with keynote speaker, raffles and prizes, Modeling With the Masters (pre-convention clinic on May 8). Info: <http://pnr5d.org/ainsworth.pdf>



**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, email the event information to [calendar@nmra.org](mailto:calendar@nmra.org).

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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

