



The Switchlist

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

November 2024

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Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH ENGINEMEN'S DAILY REGISTER

Yard _____ 19 _____

| Left Round House of Home Track | SHIFT WORKED | | Arrived Round House at Home Track | HOURS WORKED | | | Accumulated Miles | Explanation of Meal Period, Overtime, Delays, etc. |
|--------------------------------|--------------|-----------|-----------------------------------|--------------|---------------|-----------|-------------------|--|
| | Began Work | Quit Work | | Meal Period | Straight Time | Over Time | | |

Illinois Central Gulf

Switchlist

5, Friday, February 7, 1982 at: Reserve
 5 AM Throttle : 0 Next Yard : St. Rose, LA
 Madere Origin : Reserve, LA
 U27 Destination: St. Rose, LA
 790 Cabir: 199044

| SPOT | NxtLoc | Tons | Contents | Hdg |
|------|--------|------|----------|-----|
|------|--------|------|----------|-----|

Hall 2 42 700M 4865

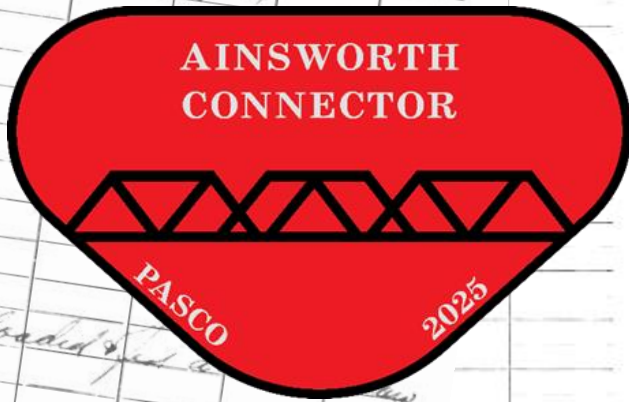
Form 818-A Standard—Small
**SWITCH CARS CAREFULLY AND SAFELY
 AVOID ROUGH HANDLING**
 Santa Fe
 (Insert Name of Railway Company)

SWITCH LIST

At Station, 1-3-18

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

| CAR | Initials | No. | Contents | Destination | Consignee | Tonnage |
|---------------|----------|-----|----------|-------------|-----------|---------|
| Williams Bros | | 70 | 70 | 2 | | |
| 68820 | | 70 | 70 | 2 | | |
| 68262 | | 72 | 72 | 18 | | |
| 68758 | | 72 | 72 | 18 | | |
| | | 55 | 72 | 18 | | |
| | | 55 | 55 | 17 | | |





The Switchlist

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

SUBSCRIPTIONS

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

CONTRIBUTIONS

Readers of *The Switchlist* are encouraged to submit news, articles, photos, and drawings about PNR activities past, present and future. Articles on other aspects of model railroading are also appreciated.

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

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

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

February 1

May 1

August 1

November 1

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

ADVERTISING

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

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Grouper?

In this edition, the PNR Announcements section contains two articles focused on Grouper (from NMRA Headquarters and Rich Pitter(1st Division), and Jack Hamilton mentions it in his article on NMRA benefits, too. What is that all about? Does someone have a fetish or sudden taste for this fish? Nope. I highly recommend you take a few minutes to read these. It could well be worth your time.

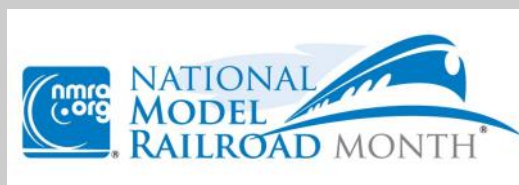
This edition of the newsletter contains a wide variety of information. In the Announcements section, besides Grouper, you'll read that Jack Hamilton has been bestowed a top honor by the NMRA—he is now an Honorary Life Member (HLM). Congratulations, Jack! Well deserved. Both he and our 2024 PNR President's Award recipient Bob Parrish have penned very thoughtful Thank You notes to us (p.4).

Jack also provides a summary of the many benefits of being in the NMRA. And there's an informative article about JMRI, too.

The *In Memoriam* section (p.9) lists PNR members who have recently passed away. Please take a moment to remember these friends and colleagues. Our sincere condolences go out to the family and friends of all these members. On page 10, you'll find a list of the PNR's newest members. Please review this list and help make these folks feel welcome. It really doesn't take much energy to introduce yourself and ask the new member what railroad they're modeling or if they've started building a layout or module.

We have seven (count them!) feature articles in this newsletter! That is super and I really do appreciate all the support our authors (present, past, and future) are providing to make *The Switchlist* a success! As I mentioned earlier, these articles cover a diverse range of topics—something for everyone; and pieces from some of our steadfast contributors to articles from entirely new authors. I don't have the space here to even briefly describe each article, so you'll just have to wade into that section. But be assured that all of you have the capability to share your modeling experiences, adventures, knowledge, and wisdom with the rest of us. I'm here to help.

The PNR officer, staff, and division superintendent quarterly reports begin on p.25. At your next opportunity, be sure to thank these folks for continuing to contribute so much of their time and energy to help keep this operation going. The Pacific Northwest Region is awesome!



With November being National Model Railroad Month, this is a reminder that we're deep into the traditional time of year to aggressively promote the hobby and membership in the NMRA. There are lots of opportunities to engage with non-NMRA model railroaders, railfans, and the general public at train shows leading up to the holidays and many more throughout the winter months. Take a look at the Timetable (pp.34-35) to see what may be happening in your neighborhood and plan to actively support these events and recruit new members.

Happy Holidays to you and your family!

And remember to stay safe and happy modeling!

Greg Kujawa, Editor

PNR News and Announcements

2025 PNR CONVENTION: Hotel Booking and Online Registration Available Now

Bill Fassett, MMR – 2025 PNR Convention Chair

The 2025 PNR Convention—the Ainsworth Connector—will be held at the Pasco Red Lion Hotel & Conference Center from May 9 to 11, 2025, with pre-events on May 8. Updated information is available at <https://pnr5d.org/pnr-5th-division-home-page/2025-pnr-convention/>. You can also enter the following Google search terms: 2025 PNR Convention, or find the link at the PNR Upcoming Events page.

TENTATIVE SCHEDULE

Thursday, May 8 – Pre-Events

- All day: Modeling with the Masters® – sign up during on-line registration
- 1 pm – 4 pm: “On the Way There” layout tour – River City Modelers, Spokane; with possible other Spokane-area layouts
- 1 pm – 4 pm: “On the Way There” layout tour – Cambia & Black Mountain RR, Hermiston, OR
- Late afternoon: sign-in at hotel
- 6 pm – 9 pm: Operating Session at Tri-Cities Model Railroaders (first-come, first-served based on interest expressed during online registration)
- Afternoon: Free-mo setup

Friday, May 9

- Sign-in at hotel – all day
- Plus One room open
- Celebration Room open
- Free-mo layouts open
- Afternoon: AP evaluations
- TBA: Possible prototype tours
- Clinics
- Layout tours
- 5 pm – 6 pm: Mix, Munch, and Mingle buffet and no-host bar
- 7 pm – 10 pm: Operating session at Tri-Cities Model Railroaders (first-come, first-served based on interest expressed during online registration)

Saturday, May 10

- 8:00 am – PNR Annual General Meeting
- Plus One room open
- Celebration Room open
- Free-mo layouts open
- Clinics
- AP evaluations
- Layout tours
- Evening: Contest judging

Sunday, May 11

- Plus One room open
- Awards displayed in Celebration Room
- Morning: Clinics
- 10 am: deadline to pick up models from Celebration Room
- Noon: Awards Luncheon



ON-LINE REGISTRATION and HOTEL BOOKING AVAILABLE NOW

Online registration is scheduled to go live on November 15. The link to hotel booking has been operational. Please note

the instructions on the website for special arrangements, such as accessible rooms or “shoulder dates,” such as May 7 or May 12, which will require calling the hotel directly.

FOR MORE INFORMATION

Convention Chair – Bill Fassett, MMR, b.fassett@comcast.net

Convention Registrar – Lori Sebelley, PNR2025Registrar@outlook.com

Jack Hamilton, MMR, Receives Honorary Life Member Award

Editor's Note: Our illustrious (and industrious!) Jack Hamilton, MMR, has been recognized by the NMRA national office for his many contributions to the NMRA. Jack is now part of a select group of members who have been bestowed Honorary Life Member (HLM). According to the NMRA website, Honorary Life Membership is the highest honor the NMRA can bestow upon one of its present or past members. It shall be given only in recognition of outstanding elective or voluntary service to the NMRA.

Jack has requested that we post the following note to all PNR members.

A Huge Thank You!!!

Yesterday, I received an envelope and a box in the mail from NMRA HQ in Soddy Daisy. Both had something to do with all of you.

The envelope was a check in payment for my creation of the “Tool Car” column for NMRA Magazine. My ability to prepare those columns is directly related to your acceptance of my work and your feedback to me and the Editor. Because the column has been well received, I have been able to put the work together over the past ten or so years. So, to each of you, thanks for your support.

The box contained a real surprise. It was an award made out in my name but, in reality, was recognition made possible by all of you. You are the ones who made me feel so welcome when I transitioned into PNR from another region. You are the ones who not only encouraged me to get involved in the activities of the Region and Division but were also there to help me complete each task undertaken. The members of my home club, Bremerton Northern, encouraged me to become a clinician. That support eventually resulted in me appearing on the Region and National Convention clinic rosters. You were the ones who sent me to HQ to act as your Trustee and then as Western District Director. You gave me your input on improving the Association and let me know when we could do better. You were the ones who made it possible for me to serve as our PNR Region President and to work with all of the Divisions to bring better service to all of you. The guys like Roger Ferris, Ed Liesse, and so many more mentored me along the way. You were the ones who invited me into your homes and layouts to look at your work for AP and then became part of the team that spread the system and the word across the Region. You have been the driving force in everything I have accomplished in PNR and modeling over the past 20 years. And so it is, when I hang that plaque on the wall and read the words “Honorary Life Member,” I will know it is really talking about you, my fellow modelers of PNR and the NMRA. A huge “Thanks” to each and every one of you.

Jack Hamilton, MMR, HLM



2024 PNR President's Award—Thank You!

Bob Parrish, MMR, 3rd Division

I wish to thank any and all who had a part in my nomination and subsequent awarding of the President's Award. I consider this to be the most prestigious recognition that an NMRA region can offer to a region or division level member. I was aware that I had been granted this award but I was not able this year to be a part of the regional gathering in Surrey, BC, Canada. I formally received this honor at the fall meeting of the 3rd Division in October. Region president Jeff Herrmann presented this to me at that gathering with some very kind words.

I knew of the somewhat secretive process that has long existed in the region as I had helped nominate a modeler in our division some years ago. If you are ever asked to be a part of a nomination of a modeler in this process, I would encourage you to participate as it is one of the few ways that the work of a division level modeler might be acknowledged.

I was completely surprised when I heard of my consideration of this recognition. Again, thank you to any and all who were a part of my receiving this recognition.

Get Paid for Having Fun!

NMRA Headquarters

The National Model Railroad Association (NMRA) has made arrangements with Grouper and Medicare Advantage and some Medicare Supplement plans to cover NMRA membership dues.

Research shows that participation in groups like the NMRA improves your mental, physical, and social health. It is called “social fitness.”

Can Grouper Help Cover your Annual NMRA Dues?

The model railroad community has long been celebrated for its ability to foster social connections and combat social isolation. Model railroaders often gather at clubs, exhibitions, and conventions to share their passion, exchange ideas, and build friendships. These interactions go beyond mere hobby discussions; they provide a sense of belonging and camaraderie that can significantly enhance one's quality of life.

In an increasingly interconnected world, the importance of social connection cannot be overstated. It's not just about having friends or acquaintances; social interaction plays a crucial role in our mental, emotional, and even physical well-being. Recognizing this, the NMRA is proud to announce a groundbreaking partnership with **Grouper**.

Grouper is a radically new benefit from your current health plan that recognizes the profound social benefits of activities like model railroading. They partner with Medicare Advantage and Medicare Supplement plans to **cover the annual NMRA Membership Dues for eligible members aged 65 and above**. This means that our eligible members can continue to enjoy the benefits of NMRA membership without worrying about the financial burden.

But the benefits of Grouper extend far beyond financial assistance. By incentivizing participation in model railroading and other social activities, **Grouper encourages members to prioritize their social well-being**, leading to improved overall health and happiness. Research has shown that social isolation and loneliness can have detrimental effects on both mental and physical health, increasing the risk of conditions such as depression, anxiety, and cardiovascular disease. By providing opportunities for social engagement and connection through cost savings, Grouper promotes a healthier, more fulfilling lifestyle for NMRA members.

Moreover, the partnership between NMRA and Grouper is not just about individual benefits; it's about strengthening the fabric of our community as a whole. **Model railroading is more than just a hobby; it's a shared passion that brings people together from all walks of life**. By fostering a sense of community and belonging, we create a supportive environment where members can thrive and grow, both personally and professionally. Members aged 65 and above with an eligible health plan can easily sign up for Grouper at <https://www.hellogrouper.com/NMRA> by providing their current health plan details. Once they confirm your health plan's eligibility, Grouper will send a check to pay the annual dues. Plus - as long as your plan includes Grouper and you remain an active model railroader, your dues will be covered annually.

But our partnership with Grouper is about more than just covering membership dues; it's about empowering our members to live their best lives. By embracing the power of social fitness through model railroading, we can improve our overall health and well-being while enjoying the camaraderie and companionship of fellow enthusiasts. Whether you're a seasoned model railroader or new to the hobby, there's never been a better time to connect with others and explore the joys of model railroading.

If you are over 65 years old, see if your plan covers the Grouper social fitness benefit, visit <https://www.hellogrouper.com/NMRA>

We are sure you may have some questions about this benefit, our partnership, or the sign up process and Grouper is here to help. They have a dedicated Member Engagement team ready and waiting to answer your questions and help you through the signup process. **Reach out to them by calling (833) 519-1078 or emailing nmra@hellogrouper.com**. You can also check out the online FAQ to learn more about this exciting new social fitness benefit.

The partnership between NMRA and Grouper represents a significant step forward in promoting social well-being and enhancing the lives of our valued members. We are excited to bring this amazing opportunity to our community and look forward to sharing more about the power of social fitness through model railroading!

Effective Free NMRA Life Membership for U.S. Members on Medicare with Health Insurance (and Who Have Internet Access)

Rich Pitter, 1st Division

When NMRA President Gordy Robinson, who lives in the United Kingdom, mentioned [Grouper](#) and its benefits, which

is available to U.S. residents on Medicare with qualifying health care plans, I had immediate skepticism. I had to investigate. Here is my report.

I have been a member of NMRA continuously since 1998 (and sporadically before that). From 2013 to 2023, I was Superintendent of First Division, PNR. In the past, I have urged NMRA to re-establish its Life Membership category, although I realize there are financial reasons why the NMRA doesn't do so.

Grouper is a healthcare program that "pays you to have fun," as its advertisements go. Senior citizens can benefit, health-wise, by interacting with others with common interests. The U.S. has Medicare for senior citizens and many seniors have Medicare supplemental health care plans.

I joined Grouper in May 2024 to test Gordy's claim. I went online to <https://hellogrouper.com/> and signed up. I filled out a form that asked me for, among other items, my healthcare plan (in my case, United Healthcare) and my member ID.

In late June, I phoned Grouper (1-833-906-1700) to find out specifically what I need to do to qualify for the annual NMRA dues rebate. I was asked how I participated in NMRA through June of this year. I mentioned exchanging emails with several members and meeting with one who helped me with a model locomotive. That was sufficient. I was asked where I wanted my check mailed. On August 14, I received a check for \$68, the amount of my annual dues. It does not include the cost of subscribing to *NMRA Magazine*.

In summary, Grouper costs nothing but repays membership dues for NMRA or another organization that it recognizes to encourage socialization of members. It is available to U.S. residents on Medicare who also have qualifying health care plans. I am 77 and, as mentioned, have health insurance through United Healthcare, but there are many qualifying health care plans. So, if you have Medicare and health insurance, I encourage you to join Grouper and socially interact with other model railroaders. Doing so effectively earns you free life membership in the NMRA!

The Benefits of Membership—A Different Look

Jack Hamilton, MMR, HLM, 4th Division

If you are reading this, you are either an NMRA member or a friend of one who passed *The Switchlist* on to you. Member or not, the question is: "Are you aware of the several direct benefits that come with membership?" If not, you are not making sure you are getting your money's worth or are not representing NMRA at its best to potential members. Let's take a look at some of the "stuff" out there and what value it may have to you.

NMRA Calendar – Distributed each year at no additional cost. (Yes, a contribution is suggested but not mandatory.)

NMRA Mailing Labels – Similar to the calendar, distributed annually with no cost to the member. (Again, a contribution is suggested but not required). The labels are a nice way to expand awareness of the Association.

NMRA Beginner's Guide – Even if you have been at this for a while, it may be worthwhile to visit the Beginner's Guide website and see what the guide has to offer. Heaven forbid that you might learn something or, worse yet, have an idea that could lead to a letter to the editor or article for the Magazine.

Grouper – This is a new one that targets the "senior" members. Follow the simple instructions and you might have free membership. Did that really say free??? (See Rich Pitter's article elsewhere in this edition of *The Switchlist*.)

eBulletin – Six times a year you get an update on what is going on in the Association and a heads up on activities in which you might want to participate. It is electronic distribution so you need to keep HQ current on your email address.

Turntable – In the world of social media, this is a really nice service that pushes information on what is available. It is a lot easier to run through this electronic newsletter and toggle off to things of interest than to find things by a general web search.

NMRAx – Each month the online clinic series has something new and different to offer. Find out what is available through *Turntable*, the NMRA website, or searching NMRAx. This may have additional value as winter sets in and travel becomes more restrictive.

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>

Model Railroad Directory – If you are still part of the “frequently on the road” group and are looking to find something to do in a distant city, visit the Directory and see if you can arrange a layout visit. All the enjoyment of a one-on-one tour with the travel costs already paid. You might even make some new friends.

Partnership Program – If you are still purchasing items for the layout or the railroad, not visiting the Partnership site could be costing you money. It does not take much in the way of purchases to defray all or part of your annual membership costs. Of course, you have to make the effort to apply for any discount offered.

Achievement Program – I left this one for last because it is not often considered a “no cost” benefit. Please let me correct the impression. Involvement in the AP caused me to significantly expand my modeling horizon from RTR and “Plywood Central” to getting real hands-on in the hobby. Accepting the challenges caused me to develop more and better skills and try new ideas. Best of all, I met a new group of fellow modelers and established friendships that have lasted through the years. Better modeling and more friends—how could that not be a worthy benefit?

When the discussion turns again to the “benefits of NMRA membership” for yourself, or when discussing with another modeler for recruitment or retention, remember this list. All of the items are no cost (paid for by dues) or cost relief. It is really hard to argue that NMRA does not provide a really good deal for the cost of membership.

Announcement from the JMRI community: October 3, 2024

The Java Model Railroad Interface (JMRI®) community announces two major milestones: the 25th anniversary of the first use of JMRI and the 10,000th update to the Java Model Railroad Interface software used by almost 50,000 model railroad hobbyists for managing and operating today’s digitally controlled model railroads. With over 300 developers worldwide having contributed, the “community sourced” JMRI project began in 1999 to provide a way for model railroaders to manage the complexity of train engines fitted with digital decoders. Today, model railroaders worldwide use the greatly expanded JMRI system for everything having to do with the development and enjoyment of modern model trains and layouts.



Bob Jacobsen, a member of the original team and still a senior developer, said “JMRI has helped bring the sophistication of modern electronics and computers to thousands of model railroads—all based on open source software.” Not only model railroad hobbyists, but millions of people of all ages have seen JMRI in operation at holiday train displays, hobby shows, and train exhibits at multiple museums around the world.

“JMRI was one of the key steppingstones in the wide adoption of Digital Command Control (DCC) across the model railroading community by making the process of implementation easier, visual, and common across all manufacturers,” noted Peter Ely, a founding member of the NMRA DCC Working Group. “JMRI itself grew in complementary directions to allow the typical model railroader to do things at the system-wide railway level only dreamed about by the original working group.”

Jacobsen said that JMRI development continues to keep pace with changes in technology and that another 10,000 updates are likely over the next decade. It is through the continued interest and contribution of time and effort of the community members that JMRI features are expanded and technology updated. Interest in JMRI extends over dozens of user forums and social media platforms, with over 8,000 users participating in the primary user forum on groups.io, asking questions and contributing answers and suggestions that are used to expand and improve JMRI capabilities.

Congratulations and thanks to all who have participated in using and improving JMRI, now and into the future.

About JMRI (<https://www.jmri.org/>)

The Java Model Railroad Interface project was initially a modest undertaking of some dozen model railroad hobbyists who wanted to bring their computer skills to the emerging field of digitally controlled model trains. Forming an open source software development project, their first output was called DecoderPro® and provided easy-to-use screens for managing *configuration variables* (CVs) in the small computers that manufacturers and hobbyists were installing in train engines. The effort expanded to create PanelPro™ with features for controlling all types of electronic devices and automating train operations by monitoring sensors around the layout.

Unfortunately, the community was soon embroiled in a copyright and patent dispute that resulted (after seven years of litigation) in the landmark Jacobsen v. Katzer case that helped establish the legal basis for today’s open software movement. The Electronic Frontier Foundation cites this case as one that has allowed the internet to flourish and find its way into millions of computers in homes, offices, and businesses.

JMRI today provides functions including management of Digital Command Control decoders in train engines, cars, and other devices, graphic display of small and large train layouts, on-line real-time operational monitoring of sensors and other devices, automation of train operations, and management of realistic train operation scenarios. JMRI also provided the first

widespread implementation of the WiThrottle protocol.

New releases of JMRI are made available to users approximately monthly. JMRI is comprised of several thousand source files available at GitHub, the free open source code repository, and is maintained and expanded by community members. One of the milestones celebrated today is the 10,000th developer update to the JMRI repository on GitHub, indicating the robustness and on-going development of this important open source project.

For more information, contact Bob Jacobsen via email: info@jmri.org

Correction—Surrey Excursion Stats

In the August *Switchlist*, we included statistics on where the Surrey Excursion registrants were from. We erroneously missed listing one member from Saskatchewan and one from New Zealand and apologize for this oversight.

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. Remember, you need to be logged into our site as a member to see the codes! Go to nmra.org/user/register to register your name on the website.

| | | |
|---|--|---|
| Bespoke Rail | Ipswich Hobbies | RR-CirKits, Inc |
| CatzPaw Innovations | ITLA Scale Models | 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 | T-TRAK by Denniston |
| Composite Designs, Inc | MAC Rail | Team Track Models |
| Conowingo Models | Micro-Mark | The Model Railroad Benchwork Store |
| Cowcatcher Magazine | 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) | Train Show, Inc |
| East Coast Circuits | MrTrain.com | Trainmasters TV / Model Railroad Hobbyist Store |
| 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 | White Rose Hobbies, LLC |
| Great Decals! | Old Depot Gallery | 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 | |

In Memoriam

This section is dedicated to the remembrance of those members of the NMRA Pacific Northwest Region whom we have lost over the past year. We extend our deepest sympathies, thoughts, and prayers to their families and friends. We will sincerely miss the fellowship of these folks and all their contributions to the NMRA and hobby.

Deceased Members of the PNR — October 2023 through October 2024

| Month Reported | Div | Last Name | First Name | City/Town | State/Province | Special Recognition |
|----------------|-----|-------------|--------------|---------------|----------------|---------------------|
| 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 |
| May | | None | | | | |
| June 2024 | 02 | Auburg | Doug | Battle Ground | WA | Life Member |
| July 2024 | 06 | Bruneau | John | Camrose | AB | |
| | 04 | Liesse | Ed | Federal Way | WA | Life Member |
| August 2024 | 04 | Mundy | Douglas | Gig Harbor | WA | |
| | 04 | Hamilton | Fred | Maple Valley | WA | |
| September 2024 | 07 | Sparks | C D | Burnaby | BC | Life Member |
| October 2024 | | None | | | | |

Have you changed your address or other membership information?
Notify NMRA Headquarters
 email: hq@nmra.org
 Phone: 423-892-2846 (8 a.m.–4 p.m. ET)
 Mail: P.O. Box 1328, Soddy Daisy TN 37384-1328

New PNR Members

August–October 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 |
|-----|-------------|------------|--------------|----------------|
| 2 | Eaton | Rich | Castle Rock | WA |
| 3 | Bupp | Richard | Twin Falls | ID |
| 3 | Cenk | Ed | Rupert | ID |
| 3 | Corbin | Karl | Twin Falls | ID |
| 3 | Pabst | Ken | Middleton | ID |
| 4 | Barlowe | William | Kirkland | WA |
| 4 | Braidic | Glenda | Vaughn | WA |
| 4 | Carter | Tommy | Roy | WA |
| 4 | Carter | Tim | Spanaway | WA |
| 4 | Havner | J | Lopez Island | WA |
| 4 | Lindstrom | Aaron | Lynnwood | WA |
| 4 | Polkinghorn | Raymond | Seattle | WA |

| Div | Last Name | First Name | City/Town | State/Province |
|-----|----------------|------------|------------|----------------|
| 4 | Rohr | Scott | Moose Pass | AK |
| 4 | Schiefer | Hans | Seattle | WA |
| 4 | Van Den Handel | Norman | Poulsbo | WA |
| 4 | Zungia | Alex | Silverdale | WA |
| 5 | Brannan | Robert | Hamilton | MT |
| 5 | Coffey | Jeff | Greenacres | WA |
| 5 | Hill | David | Spokane | WA |
| 5 | Mahavier | Gerald | Frenchtown | MT |
| 5 | Osborn | Andy | Joseph | OR |
| 6 | Lengauer | Julian | Edmonton | AB |
| 7 | Gilchrist | Jim | Kelowna | BC |



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, and this also includes PNR 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 PNR. 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.

Please consider submitting an article about your home or club layout or module.

Harvey Gulch Copper Company (HGCCo)

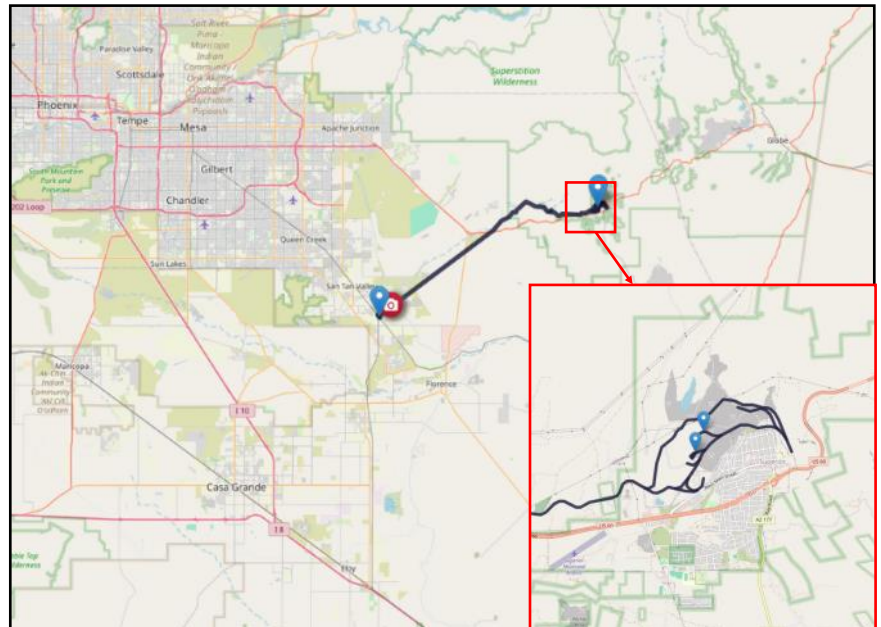
Article and images by Mike Stepner, 4th Division

My HO scale Harvey Gulch Copper Company (HGCCo) is primarily influenced by the prototype [Magma Arizona Railroad](#) in Superior, Arizona, and some influence from surrounding copper railroads, and even a little nod to the Nevada Northern (which was actually owned by the Newmont Mining Co/Magma Copper Co/Magma Arizona Railroad for a short time).

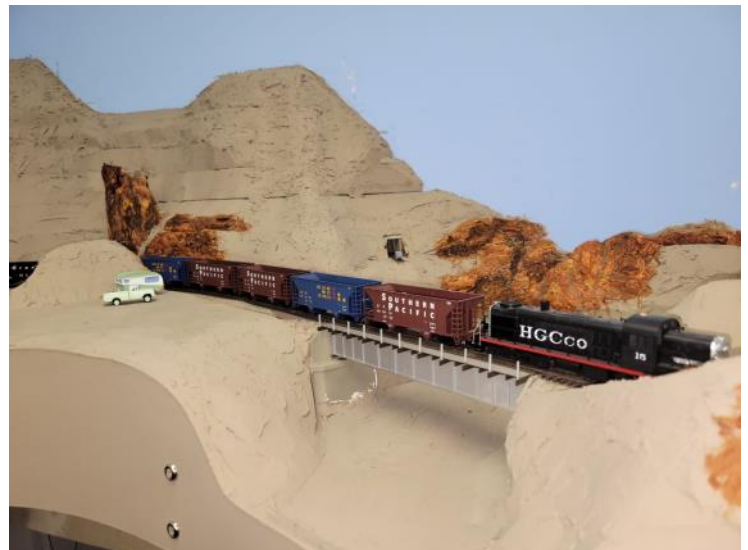
Set in 1988–95, the HGCCo hauls copper and perlite as primary freight. Copper concentrate/ore is hauled from mine to smelter. HGCCo sometimes gets ores from "outside" for smelting (not prototypical). Acid, rock/gravel, copper ingots, and other finished copper products (still to be determined), fruit, and mine tailings are most other outbound shipments. Inbound freight includes petroleum products, sand, limestone, scrap copper, and others as needed.

The HGCCo interchanges with the Southern Pacific and [Copper Basin Railway](#).

The owner/president is also a rail fan so has amassed a collection of trains and formed the HGCCo RR Museum. HGCCo runs tourist trains on weekends, and weekdays as traffic allows.



Vicinity map showing location of the prototype Magma Arizona Railroad in relation to Phoenix. Inset map shows the track arrangement at the railroad's terminus in Superior, AZ. www.abandonedrails.com



The layout size is approximately 16' x 16' around the walls with a peninsula, plus a 16' x 16' x 18" L-shaped staging area and interchange.

The HGCCo is a point-to-point design built for operations. The first official ops session was just a couple of months ago—September 1, 2024.

I still have a long way to go and have just started scenery work.

Layout at a Glance

Railroad name: Harvey Gulch Copper Company (HGCCo)

Scale: HO (1:87.1)

Size: 16 x 16 feet plus a 16 x 16-foot L-shaped staging area and interchange

Prototype/theme: proto-freelanced; influenced by the Magma Arizona Railroad and other copper railroads; interchanges with the Southern Pacific Railroad and Copper Basin Railway

Locale: Arizona

Era: 1988-95

Style: around the walls plus a peninsula

Mainline run: approx. 120 feet

Minimum radius: 18"

Minimum turnout: #4

Maximum grade: 4%

Train length: 6 feet (approx. 12 cars)

Benchwork: open grid/L girder

Height: 50" minimum

Roadbed: cork or Homasote on 1/2" plywood

Track: PECO, Walthers, and Micro Engineering

Turnouts: PECO and Walthers, with manual controls except for three Tortoise™ machines

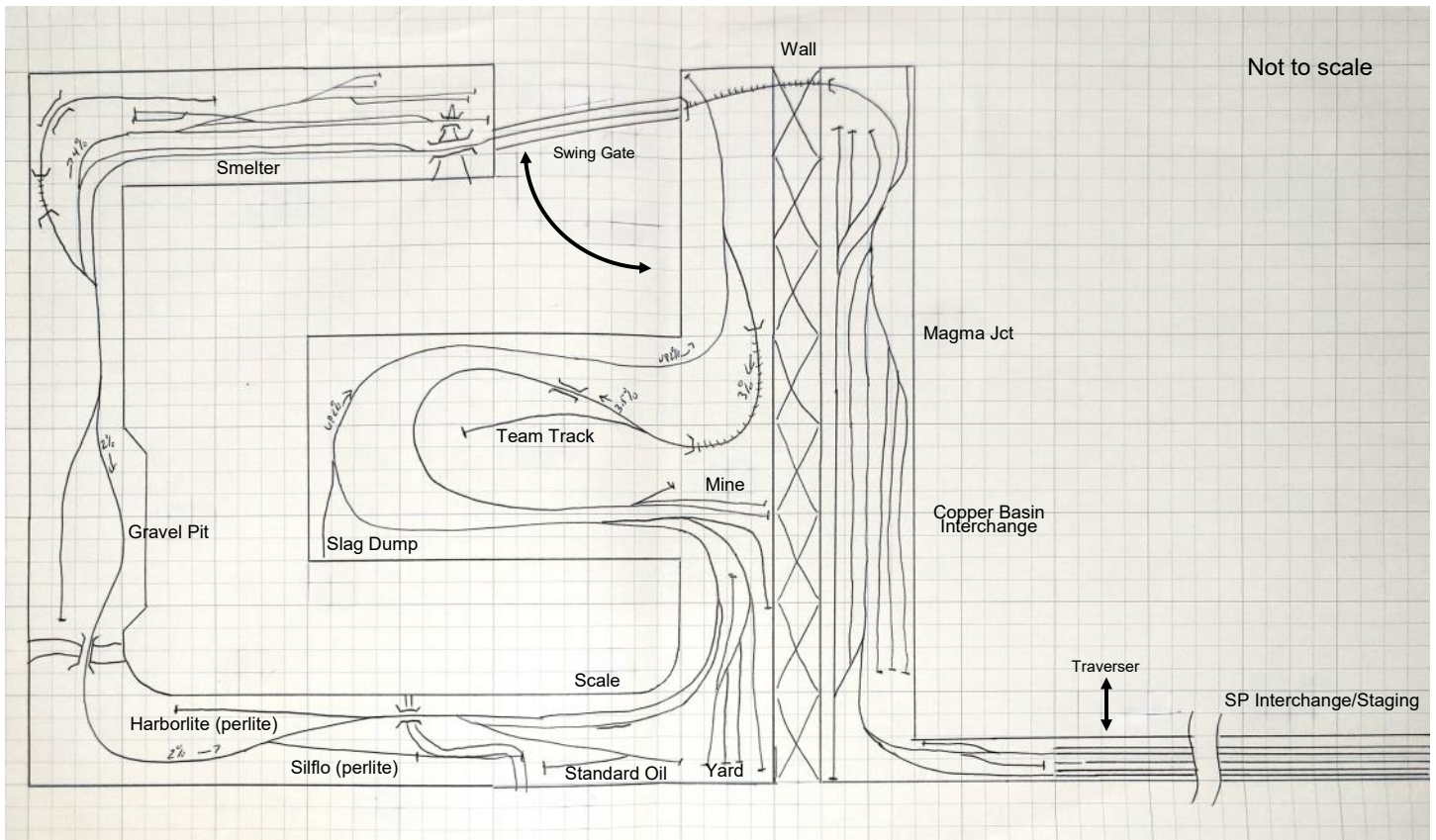
Backdrop: masonite painted

Scenery: Just started. Landforms shaped from stacked extruded polystyrene foam board; Bragdon Enterprises geodesic foam and rock molds

Control: Digitrax DCC

Operations: point-to-point design built for operations

Online presence: Facebook - [Harvey Gulch Copper Co.](#)





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, 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!

Cutting Mitered Corners on Styrene Angle Trim

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

Maybe everybody else already knows this, but I recently figured out a helpful method of cutting mitered corners on styrene angle trim pieces, such as when trimming windows or doors on buildings. I sometimes am challenged in a couple of areas: (1) making sure that the miter is going the right way; and (2) making sure that the “inside” of the trim piece is cut at a 90° angle and is not mitered. If the styrene piece is not placed properly in the mitering tool, the two sides of the styrene can be compressed during the cut and both sides will be mitered.

My new approach is to use a piece of square basswood lumber that is roughly the same size as the styrene, and I cut a miter on the end of the wood. I can then position the wood next to the location for the styrene trim, and orient the wood to the desired direction of the miter (Photo 1).

I then lay the styrene piece onto the wood with the “inside” properly aligned (Photo 2).

I then place the wood/styrene combination into my miter cutter (Photo 3) and align it so the angle of the miter matches the miter on the wood piece (Photo 4). The wood not only helps me make sure I’m positioning it correctly, but keeps the sides of the styrene from being pinched together during the cut.



And, Voila! (Photo 5)

To cut a miter in the opposite direction, I can simply turn the wood/styrene combination over, and still hold the miter cutter in my right hand. Again, the wood stabilizes the styrene to produce a good cut (Photo 6).

The Achievement Program (and) Why Stop with Seven?

Bob Parrish, MMR, 3rd Division

This is a story that rather has two parts: 1) an overview of the Achievement Program and 2) an appeal to the Master Model Railroaders in our region who have accomplished that milestone. With that, I will start with the overview.

Achievement Program Overview

The Pacific Northwest Region (PNR) is loaded with some great modelers and the number of Master Model Railroaders (MMRs) is proof. As of this date, the PNR has 71 MMRs, with more coming soon. Curiously, when compared to the MMRs listed in the national and worldwide NMRA (there are a total of 760), the PNR holds nearly ten percent of those MMRs.

The long term goal of the Achievement Program (AP) has always been about making modelers better. In the PNR we have chosen to take this seriously. Over the years, we have attempted to seek out modelers and recognize them for their skills and accomplishments.

If you are not involved with the AP, perhaps you might consider this statement as the real agenda of the AP—making good modelers better. Over the years, I have found this to be true. I have followed many modelers who, in early models for evaluation, did not score very well but in subsequent attempts, found their attempts to be far improved over previous attempts. This is the objective of the AP. Helping modelers to become better.

A list of the most common modeling areas pursued include: Master Builder – Cars (Rolling Stock), Structures, and Scenery certificates. A bit less common are the Model Railroad Engineer – Civil and Electrical and Chief Dispatcher certificates. In the “Service to the Hobby” category, the certificates include: Model Railroad Author, Association Volunteer, and Association Official. The least approached certificate is one called Prototype Modeling, where a modeler creates a scene taken from a prototype location or photograph. This scene may be historical or contemporary. This last part is significant as not all modelers are history buffs. A current-day location is equally suitable as a subject.

The beauty of these choice options is that a modeler can initially approach this from his / her modeling interests. That’s the “hook” to the program. As those personal interests are satisfied, a modeler may go on to other aspects of the hobby and offer their personal services at the local, regional, or national level. The accomplishment of seven certificates in a cross section of areas will qualify a modeler to become a MMR.

In the PNR, when evaluating models or entire railroads, we have gotten rid of many practices that smack of “13th century inquisition” stuff that perhaps once existed and, occasionally, still pop up. When they do, we attempt to remediate those situations. In the last years, we have created a conversational style of evaluations where evaluators now invite the modeler to be a part of the conversation and evaluation of their model; and that modeler offers insights into the tools, materials, and processes used in production of the model on the table. We no longer send the grand poohbahs to a sequestered, smoke-filled room and come back with a list of who will be racked by the end of the day.

Additionally, in the 3rd Division, attendees at sanctioned gatherings are invited to sit in on an evaluation of other modelers’ submissions to observe close up how a model is scored in pursuit of a Merit Award.

This conversational style also reduces lengthy written tomes that tell of construction methods or detail. In most cases, the modeler fills out the top of the evaluation form and the evaluation team takes it from there. Excessive paperwork was a long standing complaint by many modelers. It still may be at the national level; but at the region and divisional levels, paperwork is no longer a hurdle to evaluations. This is about the model, not how well it was written up and described.

On the application for the completion of a certificate (SOQ), the modeler is asked to sign an agreement that they will now assist others in that modeling area. This is a huge resource that is often overlooked. This includes the ability to evaluate other modelers in that now-completed topic area. It also allows a division superintendent to look at the AP list to see who is qualified in what areas of modeling and thus becomes a connection point when a new modeler comes into a division, or a way to connect modelers to persons of similar interests and skills. The PNR has given the name *Pathfinders* to this process as a mechanism to connect new modelers to others in the division.

Your division superintendent can get you up to speed on how this works. If you are on the AP trail, this is also a resource to be pursued. Who better to visit with than a modeler in your local division who has completed that area in which you are interested.

Some years ago, at the NMRA annual national conventions, Bob Hamm, a master modeler in his own right, who oversaw the AP evaluations and model contests, named those areas of evaluation as the “Celebration Room.” I always thought this was a great name as all in attendance were able to see and celebrate the accomplishments and revel in the quality of so many modelers.

If you want to get a better idea of the modeling areas and requirements, go to the NMRA [Achievement Program](#) webpage. On the right side of the screen is a list of options, then select the area titled “The Masters” Articles. These were

edited from articles first published in the *NMRA Magazine* during 2008 and written by various people who had completed each of the topics.

In my role as AP Manager for the 3rd Division, I have been privileged to be up close to some amazing models and their builders that I might not have ever seen and visited with if it were not for the AP.

I urge you to consider the AP to widen your modeling horizons.

Why Stop with Seven?

As this is billed at the top as a two-part article, I would like to address a particular group of modelers in our region. These are our existing MMRs who hold, at a minimum, seven certificates over a range of modeling areas and services to the hobby.

Regardless of the certificates that you might hold, there are additional certificates which might be closely related and may be of interest. Some have overlaps that are easily accomplished. The step from the Model Railroad Engineer – Civil to the Electrical certificate is not that great. The objectives of the Master Builder – Scenery and Prototype Modeler certificates are a bit farther apart but yet still closely aligned.

Along the way then, you may consider working those efforts into a clinic or a written article for *The Switchlist* newsletter. This will further your pursuits in one area but may also contribute to your Author or Volunteer certificate.

As divisional AP managers have long observed, there are many modelers closer to satisfying a certificate than they realize. This also may hold true for modelers who are already identified as a MMR. Those masters have a wide range of experience and are often closer to completing an eighth or ninth certificate than they realize.

My challenge to you MMRs in the PNR, compare your current interests as to what you want to pursue next to those remaining topic areas and see if you are not closer than you think.

It has often been said that a model railroad is never truly completed and I would submit that modelers are never quite done either.

Some years ago, Jack Hamilton, MMR, then Regional AP Manager, gave the letters “AP” a new definition: “Aggressive Pursuit.” The notion here is that divisional and regional AP managers can and should seek out good modeling and ensure that it is recognized.

Whatever your interests are in the hobby, and wherever you may be along the way in the AP, the goal is still the same, to make good modelers better.

Leg Assembly on a Free-mo Module

Article and Images by Brian Orysen, 1st Division

The Umpqua Valley Model Railroad Club (UVMRC), which is located in Roseburg, Oregon, has a large number of Free-mo modules. If you're not familiar with [Free-mo](#), it was developed with the idea that a set of standards focusing mainly on module endplates would enable faithful modeling of prototype track plans and operations in a modular environment.

The Free-mo standards for the module legs are as follows:

S2.8 The module (set) shall have at least four legs and stand on its own.

S2.9 Legs shall have continuous adjustment of plus or minus 1 inch (screw type foot).

S2.10 The bottoms of the legs shall have rubber tip or equivalent floor protection.

So, we had freedom in the design of our legs for our modules, which was really helpful because we had multiple objectives to achieve.

Objective 1. Ease of Build.

The assembly of the unit can be done quickly. Plus, by using the same basic design, legs can be easily installed on any module, whether it's a single-track module (24" end-plate width) or a double-track module (26" end-plate width).

Objective 2. Ease of Repair and Replacement if damaged.

All components are DWV (drain, waste, and vent) and PVC pipe and fittings and the assembly pieces are not glued together. Thus, a damaged piece can be removed and replaced.

Objective 3. Transport and Storage.

Because the pieces are not glued together, the leg assembly can be disassembled for ease of transport and storage, and

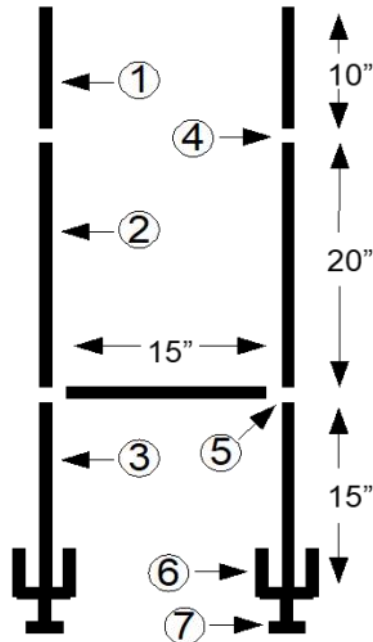
requires a smaller footprint. Disadvantage: Need to assemble/disassemble for use.

Objective 4: Module Track Height.

Free-mo standard S2.5 require a minimum rail head height of 50 inches from the floor. However, when the club sets up for train shows, the preferred height is 40 inches for ease of viewing for children.

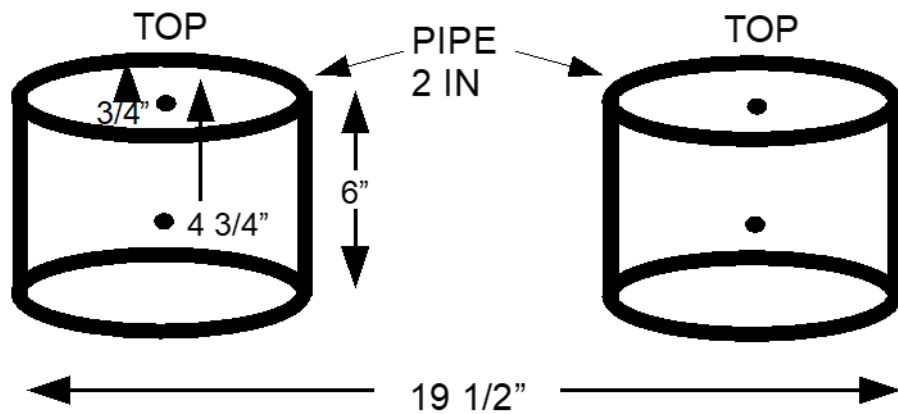
The following photo and drawing are of the club’s leg design. In the drawing, items 1, 2, and 3 are 1-1/2” DWV pipe. Items 1 and 2 are marked 6” from one end for verification that it is fully seated in the mounting socket (described below). Note that Item 1 is 10” long to provide flexibility for the modules to be set up to meet either the Free-mo module track height standard (S2.5) of 50” or a height of 40” for easier viewing by children. All fittings are PVC slip type and the reason for their use is because they have a deeper pipe socket than the DWV fittings. Item 4 is a coupler. Item 5 is a tee. Item 6 is a cap that is drilled and threaded for the leveling bolt. Item 7 is a 3/8”-16 x 3” inch full-threaded carriage head bolt. Note: PVC pipe can be used in place of the DWV pipe.

For floor protection (S2.10), indoor/outdoor carpet cut to 3” x 3” squares.



Each 1-1/2” diameter leg slips into a mounting socket attached to the inside of the 1” x 2” module framework. The mounting sockets are made from 2” PVC pipe cut to 6” length. The mounting sockets (shown below) are first drilled with a 5/16” bit at the specified locations to allow for 1/4” x 1-1/2” carriage head bolts to be used to fasten the socket to the module framework. The carriage bolts are inserted into the mounting sockets so that the bolt head is inside the socket and the threads protrude outward and through the module framework and fastened with nuts. Note that the bolt heads need to be filed flat to allow of ease of leg insertion. There is also a hole drilled into the socket at an accessible location for securing the leg to the module. That is threaded for a 1/4” x 20-3/4” bolt.

Conclusion: The reason the club went with a DWV and PVC leg assembly instead of wood leg assembly was ease of build, light weight, consistent dimensions, and no possible warpage with these materials. With the wood, though, there is more sta-



bility and structural strength with a Z pattern between the legs. However, when one club member asked about the strength, it was stated that we are not putting an 800 lb gorilla on the module.

With the legs not physically fastened to the module, the ability to use only half of the leg assembly for setting up the layout per module required less time leveling and working with uneven floor surfaces, which the club has faced before doing a setup.

JMRI OperationsPro Features and Hints—Part 2 Cars and Routes

Article by Larry Baxter, 5th Division

Editor's Note: This is the second of a multi-part series of articles. It continues discussion of JMRI's OperationsPro software from the August 2024 Switchlist.

Part 2—Cars and Routes

Cars. The car roster can be found in PanelPro under Tools/OperationsPro/Cars.

Add. Add a car by clicking “Add Car” at the bottom on the screen.

- **Road.** This is the reporting mark (like UP). Custom reporting marks can be entered, like RCW for River City Western, using the “Edit” button to the right.
- **Road Number.** The road number can have alpha characters like X999 or 12345A, 12345B, 12345C, etc. The road number must be unique for each car. A dash number can be added to cars with duplicate Reporting Marks and Road Numbers, like UP 1234-1, and UP 1234-2. The dash number is not printed.
- **Type.** Like boxcar, XM, B2. Custom car types can be added clicking on the Edit button. Sub types can be added with a dash number, the same as numbers (such as B2-1 for 40-foot boxcars restricted to contaminating commodities like hides).



Passenger cars have a numerical designation that overrides set-out order when placing cars in a train; i.e., RPO, baggage, coach, lounge, dining, sleeper, observation cars can be ordered 10, 20, 40, 50, 60, 80, 90.

- **Length.** Extreme length, less 4 feet for the couplers.
- **Location and Track.** When entering a new car, set the location and track where placed. This will be the actual location when editing an existing car.
- **Weight.** In ounces.
- **Color.** Custom colors can be entered.
- **Load.** JMRI defaults to L (loaded) and E (empty) for available loads. Custom loads like lumber, oats, scrap, etc. can be entered for each car type, with the Edit option.
- **Kernel (Group of Cars).** Several cars can be run as a group. Use Edit to create a unique kernel name. JMRI eeny, meeny, miny, moes cars into different tracks when breaking down trains at a yard. A kernel is one way to keep the cars together. Another way is to restrict cars that have a unique type or load to only one yard track using the car types or loads serviced options for that track. (A drawback to this method is the cars won't be moved if that individual track is full.)
- **Built** (built date).
- **Owner** (owner's name).
- **Comment.** RCM uses the comment field to record when the car was last inspected.

Edit Car. Edit or delete previously entered cars with the “Edit Car” feature at the far right of the car entry.

Set Car. The Set Car feature includes the following features:

- **Out of Service.** Note if a location is shown for an out of service car, JMRI will assume that car is still occupying track space, it will just not move it. Blank out the location when removing the car from the layout.
- **Location Unknown.** This is a prototypical feature. I once got a box of steaks for finding a gondola of gold ore.
- **Location and Track.** Where the car is placed on the layout.
- **Return when Empty / Return when Loaded.** This feature is handy for cars that only serve one customer. RWE can be used for cars returning to several customers distributed from a common track. Example: Refrigerators cars RWE E to a cleanout spur (this can be pseudo track such as Spur track 1-1 in a track pool with yard track 1. The cars are re-

leased by a schedule E-cleaned. Various fruit sheds receive cars E-cleaned and ship L or fruit to various destinations, again using a schedule. More on schedules later. It is not recommended to try the schedules feature until you have JMRI up and running and are familiar with it. I merely include it here to tantalize you with one of the many features JMRI has to create realistic operations.

The following options are normally left to JMRI. **Destination and Track, Final Destination and Track, Train.**

Car Tools

- **Car Roster.** The car roster can be searched by selecting the desired category at the bottom of the page, then sorted clicking on the column headers. To print the roster, select “Tools/Car Roster/Print” in the tool bar at the top left. Then select the categories you want printed.
- **Finding lost cars.** A handy way to verify car location is to print the roster, sorting by Location, then selecting Color. The road number will be included automatically.
- **How many?** Cars captive to one shipper or receiver need a car for each day of the average cycle time. Example: A packing plant loads one mechanical reefer per day. These cars go to two cold storage facilities, both with a 6-day cycle time, and the western interchange with a 4-day cycle. $(6+6+4)/3=5.3$. Five cars will provide just under every third-day-service to each of the three receiving locations and have a car on spot at the packing plant nearly every day.

Locomotives. River City Modelers let the members choose their locomotives and does not use the locomotive feature. Consult the instructions and jmri@groups.io.

Routes. JMRI does not have subdivisions and mile posts. Instead, it employs routes that designate the order in which locations (stations) are served. This allows JMRI to function for a point-to-point railroad like the River City Western, or a loop-to-loop railroad, or even a spaghetti bowl of tracks and junctions.

The Routes function can be found in PanelPro under Tools/OperationsPro/Routes.

Enter a new Route using the “Add Route” button at the bottom of the “Routes” dialog box. The route must have a unique name. Then edit the route with the “Edit Route” button to the right of the listed route. Enter the originating location first, then each location passed, in order, to the destination. Location order can be modified using the up/down buttons. Enter the direction the train passes each location, how many moves (if any) are made there, the number of cars picked up and set out, maximum train length leaving the station, and a comment if needed. The grade option is used by JMRI to determine required locomotives when using the Locomotives feature. Note: the move total includes local moves and counts moving a kernel as one move.

A route can show intermediate stations where there is no work. It can be point-to-point or out-and-back (a turn). Several trains can have the same route, such as first and second 400, or a grain train, oil train, and intermodal. Each train using the same route will have the same work locations, moves, length, etc. Multiple routes having the same endpoints are allowed.

The next segment of this multi-part article will cover trains and schedules.

Prototypical?...No. Fun?...Yes!

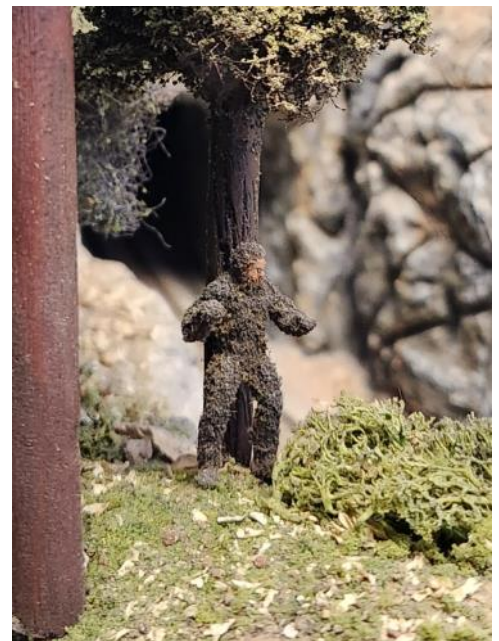
Bill Voogd, 5th Division

I'm not sure that the Jurassic period featured trains, not even very early 4-4-0 steam locomotives. And the Pacific Northwest is a long way away from Roswell, NM. Even though Sasquatch is reputed to live in our area, I'm pretty sure that very few of us have actually seen one in person.

Nevertheless, a T-Rex, a flying saucer (complete with aliens), and a Bigfoot all have a home on the River City Modelers club layout. They are very nicely incorporated into natural settings on the layout.

We all know that a great layout starts with a well thought out track plan. Next comes building quality benchwork; great roadbed and track; and solid, bullet proof electronics. At this point, trains are running on the layout, operations can commence, and that is all that some people require to enjoy the hobby.

But there are those among us who really want to make the layout look top-notch through realistic scenery. Realistic contouring and land forms, great looking vegetation, rock formations, quality period correct towns and industries, roads and sidewalks, period correct vehicles and signage, lots of people engaged in various activities and tasks all serve to bring the layout to life. This was my





primary role in the completion of the RCM layout and my favorite aspect of the hobby.

So why would a club looking for prototypical realism want to also include some frivolous items on their layout? We made the decision at River City Modelers to include these items to make the layout fun for the kids. A large percentage of the club is near Jurassic in age—a slight exaggeration—but you get my point. Our hobby will become irrelevant in another decade or two if we do not capture the imagination of youngsters. Visitors frequently bring along their elementary school age children. Typically, they like to see the train go around the track. And they invariably ask how fast the train can go. But then they rapidly lose interest. These children are not rivet counters. Nor do they care that a consist includes rolling stock compatible with the locomotive. Or whether the train should have a caboose or a FRED bringing up the rear.

But they do like to have fun and play games. So, we made up lists of interesting things to search for on the layout, usually about a dozen items. We make several versions of the lists, appropriate for several age groups. And the kids have lots of fun searching for a T-Rex, a Bigfoot, a space ship, and other fun items on the layout. If they find them all, they receive a little prize. And I think that is what they will remember most—that the layout was fun.

So, if you are in the process of building a club or home layout, think about including some of this fun stuff for the younger generation. And it can also be fun for adults!

Painting Figures in O Scale

Bill Yancy, MMR, 3rd Division

Editor's Note: This article was first published in [The O Scale Resource](#) January/February 2023 edition. The author has received permission for it to be reprinted in The Switchlist.



Everyone has their own way of painting figures. However, some published techniques of painting larger figures in 1/35th scale and up don't translate well into 1/48th figures. I am going to cover some simple methods you can use to make well detailed credible figures in 1/48th, even including a plaid shirt.

I use [MODELU](#) figures from the UK. MODELU mostly makes UK prototype figures but now they have a series suitable for North American railroads. 3-D printed figures have all the detail you might need. Injection molded figures have much less sharp detail. 3-D is more costly, but having fewer figures will make your layout a little less "busy."

Each figure is started by drilling a small hole (#65) in the foot. It will be easy to hide later. CA a toothpick in place.

The toothpick can then be used to handle the figure while painting. It can also be stuck in foam or Styrofoam to dry in between colors.





Time to prime the figures. As 3-D figures are being used, True-Color Paint (TCP) produces a primer for 3-D resin. TCP #9256 Light Grey is one of the colors that is made for 3-D resin. Pick out all the figures you want to paint and airbrush them all at once.

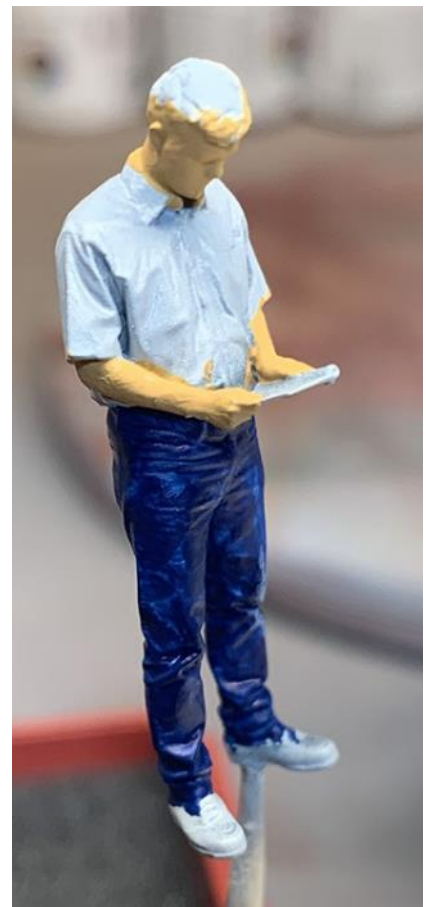


Once the primer is dry, it is time to start painting the figures, and my choice is Vallejo Acrylics. In painting, placing a dot of paint on a piece of parchment paper will suffice for a palette.



Begin by painting all flesh areas, utilizing Medium Fleshtone acrylic. It may look a little orange by itself until the rest of the colors are placed on the figure. It has been my experience that the basic fleshtone makes the guys a little too ghostly. Do not bother trying to paint facial features like you can with a larger scale; in 1/48 it looks fake. Even trying to paint shadows under the eyebrows, for instance, makes it look like they have a skull for a head. Ambient light will make enough shadow for you.

It is now up to you to decide what the figure will wear, such as jeans, Carhartts, khakis, etc. Unless the circus has come to town, choose colors that will look plausible. Begin by painting the large areas first, such as pants.





The jeans were dry brushed with a light blue. Make sure there is very little paint on your brush or the effect will not work. Lightly brush over the high areas on the jeans at a right angle. This will bring out the detail and make the jeans look worn.

Next large area to paint is the shirt. Again, the color is up to you, taking into account the job of the figure. At this point, the figure is mostly done. Finish with the smaller details such as shoes, gloves, hair and any accessories. Dry brush the shoelaces too if appropriate. Maybe even add a wrist watch. Now go back and touch up any mistakes (yes there is always a few). If there are any shiny areas, use a light spray of flat coat. Nip off the toothpick flush with the bottom of the foot. Sand lightly with a fine grit sandpaper until you have the spot flat. The figure can be stood in place on your layout with just a dot of Goo on the bottom of one foot. The figure is finished, it is that simple.



Now for a short tutorial on painting a simple plaid. Not all shirts are plain, and for variety, a plaid shirt is always fun. A 'Buffalo Plaid' in red would be a good first choice. It involves red, black, and a red/black mix. A red/black mix might only yield a sickly brown so best to choose a light red and a dark red.

Start with a clean sheet of parchment paper and practice by painting a square of light red (vermillion).

Let the vermillion dry, then paint the dark red lines, first horizontally, then vertically.

After that dries, paint a small square of black where the vertical and horizontal lines cross. At this size, the black doesn't have to be exactly square but you get the idea.

Once you are comfortable with your practice square, do the same thing to your figure. Start with the larger flat parts first. Then when that is dry, move over to doing the sleeves.

You can always paint over something you do not like, but keep in mind these figures are not going to be viewed under magnification. Normal viewing distance in O Scale will be at least 40 scale feet!

Bring your figures to life and have some fun.





Left: Using a leased BN switcher, Alberta Prairie conductor/brakeman Joe Tennyson backs down to the grain elevator in Otter Creek. After picking up two loads, they will set out three empties. The APRR is proving its worth to local grain growers.

Below: An afternoon's work.





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!

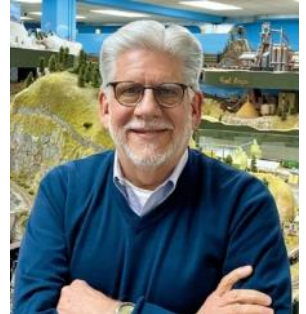
If you're not receiving it, contact NMRA HQ and make sure they have your current email address.

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, MMR, PNR President

Modeling season is approaching here in north Idaho where I live. The lawn sprinklers have been shut down and blown out, most of the lawn furniture and garden stuff has been put away and the days are getting shorter. That means going back to the basement train room for a few hours on most days for the next four or five months! I have a long list of "projects" I want to complete this season and have been gearing up for them with some preliminary primer painting outside with rattle can primer while the days were still warm. I have finished most of the track work and wiring on my home layout but still have a ton of Tortoise™ switch machines to install. I also have stained what seems like a forest of stripwood for several soon-to-be-scratchbuilt bridges...I hope.



As I write this, I have just returned from the fall Division Meet in Boise for our 3rd Division. These guys do it right and it would serve us well to copy them on some of their strategies. First of all, 3rd Division has about 80 registered (dues paying) members. At this meet, they had almost 60 of them in attendance! And that is not particularly unusual! Of course, they had a few good clinics and a layout tour, but they also had 39 contest entries and an additional 18 models that were evaluated for AP Merit Awards! I asked Division Superintendent Shelly Shelstad what is the secret to their success? In a nutshell, he told me that it is all about regular face-to-face contact and communication. During the business part of their meeting, Shelly arranged all of the chairs in a large circle (not classroom style!) so folks could actually get engaged in conversation. Even though their division covers a large open territory (eastern Oregon and southern Idaho) they have several groups that meet face-to-face on a monthly basis in locations that make it convenient for easy travel. Several groups meet for pizza and a brief program every month. Several have "round-robin" sessions to work on each other's layouts, and a few have operating sessions. 3rd Division has also formed a close working relationship with several of the large model railroad clubs in their territory that have club layouts. Their division also has a good interactive website that keeps members updated on what is going on.

At our last Pacific Northwest Region Board of Directors meeting, a new plan to expand *Modeling With The Masters* was approved. The goal of the *Modeling With The Masters* Program (MWTM) is to teach modelers of all skill levels new techniques and opportunities in model railroading. To achieve that goal, MWTM will offer modeling challenges to individuals that will increase or enhance their modeling skills, introduce them to new modeling materials and techniques, and introduce them to various tools used in the modeling process. It follows that there will be a number of basic and advanced skills and techniques that will be addressed in the various challenges offered by the program. Our Achievement Program sets forth a number of qualities and characteristics demonstrated by a good model builder. The same qualities and characteristics are incorporated in the selection of a specific challenge for each MWTM activity. We are gearing up now by training and "certifying" Master Model Railroaders (MMRs) to be faculty. Our goal is to offer several MWTM program sessions around the region each year to maximize potential participation and reduce participation cost by eliminating the need for lengthy travel and hotel stays. Much gratitude and appreciation to Jack Hamilton, MMR, who is spearheading this plan for us.

By the way, speaking of Jack Hamilton, please be sure to see the article on his receiving NMRA's **Honorary Lifetime Membership Award** in this edition of *The Switchlist*. Jack has been one of the driving forces in our hobby and association for decades. Many of you may also recognize him from his *Tool Car* column in the *NMRA Magazine*. This recognition is well deserved!

Also, hot off the press so to speak, the NMRA Board of Directors has conditionally awarded the 2027 NMRA convention to Tacoma! There is a group headed by Magnus Christerson and Robin Peel of 4th Division that is giving leadership to making the convention a success. Be sure to watch *The Switchlist* and the PNR website for opportunities to get involved. It may be a long time before another NMRA national convention is held on the West Coast.

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

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

From the Fireman's Side of the Cab

Bob Stafford, Vice President

This is my first submission as the PNR Vice-President. I admit I am still figuring out what I need to be doing to be helpful to everyone. I have been sending out renewal notices to members that are due for renewal in the coming month.

An idea that I would like to propose to help to introduce the NMRA to the younger generation is that the PNR sponsor a monthly Zoom Clinic for those who are building virtual model railroads. I envision a monthly Zoom call where virtual modelers can get together and share what they have created. Share what they found works the best and what didn't work. I have seen some examples of virtual modelers that are building recreations of actual prototype railroad subdivisions. They are doing prototype research and even doing virtual scratchbuilding to recreate line-side structures for their virtual modeling.

I have seen examples of virtual modelers creating a miniature world in which they operate trains that service online industries hauling raw materials and manufactured goods. The possibilities are boundless in the virtual world since these modelers don't have the space constraints that traditional model railroaders have.

I am looking for virtual modelers who would enjoy meeting fellow virtual modelers to come together and share with each other. I am looking for someone who would consider being the clinic chair for the clinic.

I can be contacted by email at ErieLack1@Yahoo.com or text or phone call to 360-722-1170.



Treasurer's Report

Rick Martin, MMR

Greetings fellow Region members.

I trust that all are finding ways to adapt to the weather changes. While I like summer, I do not enjoy the excessive heat which is now behind us. Not trying to be a weather guy, but I think some of you may have experienced some snow by now while, for others, it's just colder days and nights. Now for the treasurer stuff!!

Activity on the financial side remains a little light—only a couple of requests from board members for their on-going expenses.

Upcoming expenses typically hit in early fall. One expense is our Liability Insurance. That figure is \$1225, as the invoice has stated. Payment is due in two weeks but they have asked for a copy of our IRS Form 990. Since we don't submit that form, we instead submit an on-line post card type input, which is done by another of our board members.

This group does not have any type of consistent income, but get any dollars from other sources. However, we then turn around and pay out monies to the five divisions in the U.S. The main source for this action is the semi-annual Dues Allotment check from NMRA. That check was received in late summer and paid out. Canada pays their own Dues Allotment since they are a separate NMRA organization with regards to finances.

Having said the above, if any have questions I would be more than happy to answer. Send me an email at rick.martin5727@gmail.com.

Respectfully submitted,
Rick Martin, MMR
PNR Treasurer



Office Manager's Report

James Keena

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of October 2023 through October 2024. As you can see in Table 1, the Pacific Northwest Region, which consists of seven (7) divisions, currently has a total of 1,417 members, of which 14 are Rail Pass members. Unfortunately, we had a loss of 19 members due to death.

Table 2 shows that we brought in 130 new members over this same period, of which 28 are Rail Pass members.

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

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

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

| Div | Oct-23 | | Nov-23 | | Dec-23 | | Jan-24 | | Feb-24 | | Mar-24 | | Apr-24 | | May-24 | | Jun-24 | | Jul-24 | | Aug-24 | | Sep-24 | | Oct-24 | | Net +/- over year Oct-Oct |
|------------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|---------------------------|
| | Mem | RP | Mem | RP | Mem | RP | Mem | RP | Mem | RP | Mem | RP | Mem | RP | Mem | RP | Mem | RP | Mem | RP | Mem | RP | Mem | RP | Mem | RP | |
| 1 | 72 | 5 | 82 | 5 | 84 | 3 | 85 | 1 | 84 | 3 | 80 | 2 | 76 | 1 | 77 | 2 | 76 | 1 | 81 | 2 | 81 | 1 | 79 | 2 | 75 | 2 | -2 |
| 2 | 110 | 1 | 110 | 1 | 110 | 2 | 108 | 2 | 112 | 1 | 110 | 2 | 109 | 2 | 108 | 2 | 106 | 0 | 109 | 0 | 111 | 0 | 106 | 0 | 104 | 0 | -7 |
| 3 | 64 | 5 | 67 | 6 | 69 | 5 | 69 | 5 | 75 | 5 | 72 | 4 | 77 | 6 | 77 | 6 | 77 | 5 | 75 | 4 | 75 | 4 | 79 | 3 | 82 | 3 | 13 |
| 4 | 440 | 12 | 434 | 12 | 433 | 12 | 414 | 9 | 442 | 8 | 442 | 7 | 440 | 8 | 443 | 7 | 446 | 4 | 449 | 4 | 448 | 6 | 448 | 5 | 447 | 4 | -5 |
| 5 | 186 | 5 | 188 | 5 | 181 | 4 | 196 | 3 | 201 | 3 | 201 | 3 | 203 | 2 | 202 | 2 | 205 | 2 | 198 | 2 | 200 | 3 | 197 | 2 | 198 | 3 | 7 |
| 6 | 262 | 2 | 260 | 2 | 258 | 1 | 258 | 1 | 259 | 0 | 253 | 0 | 257 | 1 | 256 | 1 | 257 | 1 | 252 | 1 | 266 | 1 | 241 | 1 | 242 | 0 | -22 |
| 7 | 267 | 4 | 265 | 3 | 263 | 2 | 266 | 5 | 274 | 5 | 276 | 5 | 279 | 6 | 279 | 4 | 280 | 6 | 260 | 5 | 273 | 3 | 275 | 1 | 269 | 2 | -2 |
| Tot | 1401 | 34 | 1406 | 34 | 1398 | 29 | 1396 | 26 | 1447 | 25 | 1434 | 23 | 1441 | 26 | 1442 | 24 | 1447 | 19 | 1424 | 18 | 1454 | 18 | 1425 | 14 | 1417 | 14 | -18 |

Table 2. New members showing Rail Pass portion by Division

| Div | Oct-23 | | Nov-23 | | Dec-23 | | Jan-24 | | Feb-24 | | Mar-24 | | Apr-24 | | May-24 | | Jun-24 | | Jul-24 | | Aug-24 | | Sep-24 | | Oct-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 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 |
| 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| 3 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 1 | 12 | 6 |
| 4 | 0 | 1 | 2 | 0 | 1 | 2 | 6 | 1 | 2 | 0 | 6 | 1 | 0 | 0 | 6 | 0 | 4 | 0 | 3 | 1 | 3 | 1 | 7 | 1 | 1 | 1 | 0 | 41 | 8 |
| 5 | 0 | 1 | 1 | 0 | 1 | 0 | 5 | 0 | 3 | 0 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 22 | 3 | |
| 6 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 3 | 0 | 6 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 25 | 2 | |
| 7 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 6 | |
| Tot | 13 | 3 | 5 | 2 | 5 | 3 | 18 | 3 | 11 | 1 | 15 | 2 | 9 | 5 | 10 | 1 | 14 | 1 | 7 | 2 | 9 | 3 | 9 | 1 | 5 | 1 | 130 | 28 | |

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

| Div | Oct-23 | | Nov-23 | | Dec-23 | | Jan-24 | | Feb-24 | | Mar-24 | | Apr-24 | | May-24 | | Jun-24 | | Jul-24 | | Aug-24 | | Sep-24 | | Oct-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 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 4 | 1 | 2 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 5 | 0 |
| 2 | 2 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 |
| 3 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 0 |
| 4 | 4 | 1 | 9 | 1 | 2 | 1 | 10 | 4 | 8 | 2 | 10 | 0 | 3 | 0 | 7 | 1 | 2 | 1 | 5 | 1 | 7 | 0 | 9 | 0 | 4 | 0 |
| 5 | 3 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 6 | 2 | 0 | 1 | 1 | 4 | 1 | 3 | 0 | 6 | 0 | 12 | 0 | 1 | 0 | 7 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 11 | 0 | 1 | 0 |
| 7 | 1 | 1 | 4 | 1 | 4 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 7 | 1 | 0 | 0 | 7 | 0 |
| Tot | 16 | 3 | 17 | 4 | 13 | 3 | 20 | 5 | 20 | 2 | 38 | 2 | 13 | 1 | 20 | 1 | 10 | 4 | 23 | 2 | 16 | 2 | 28 | 1 | 23 | 0 |

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

| Div | Oct-23 | | Nov-23 | | Dec-23 | | Jan-24 | | Feb-24 | | Mar-24 | | Apr-24 | | May-24 | | Jun-24 | | Jul-24 | | Aug-24 | | Sep-24 | | Oct-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 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 4 | 1 | 2 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 2 | 4 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 |
| 3 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 |
| 4 | 0 | 0 | 4 | 1 | 7 | 1 | 3 | 2 | 8 | 4 | 7 | 2 | 7 | 0 | 2 | 0 | 4 | 1 | 2 | 0 | 5 | 1 | 6 | 0 | 8 | 0 |
| 5 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 2 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 |
| 6 | 1 | 0 | 2 | 0 | 0 | 1 | 4 | 1 | 3 | 0 | 4 | 0 | 12 | 0 | 1 | 0 | 6 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 9 | 0 |
| 7 | 0 | 0 | 1 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 7 | 1 | 0 | 0 |
| Tot | 7 | 0 | 15 | 2 | 13 | 4 | 14 | 6 | 15 | 5 | 15 | 2 | 30 | 2 | 13 | 1 | 17 | 1 | 12 | 3 | 25 | 2 | 14 | 2 | 22 | 1 |

Achievement Program Report

Bill Fassett, MMR, AP Manager

AP Evaluations at Division Meets

I had the pleasure of attending the Division 3 Fall Meet in Boise last month. Like several other divisions, Division 3 holds a People’s Choice contest, but, for evaluation purposes, only AP evaluations are conducted. More importantly, these are done “in the open,” with the modeler present and any other onlookers are welcome to watch. Other divisions that follow this practice, such as Division 6, are regularly leaders in Merit Awards and AP Certificates granted. I encourage division offic-

ers and managers to consider this approach at their meets, which is, by the way, described more fully in Bob Parrish’s article in this edition of *The Switchlist*.

Region AP Progress through October

As of October, the Pacific Northwest Region has generated 21 Golden Spike Awards, 75 Achievement Program Certificates, and 5 Master Model Railroaders® in 2024. (At this point in 2023, the region had issued 8 Golden Spikes, 56 AP Certificates, and 5 MMRs®.) Notably, we lead the rest of the world in all these categories, and appear likely to remain at the forefront at the end of the year, thanks to the efforts of our members who do the modeling and provide their service to the hobby, and our Division AP managers and Superintendents who reach out to them.

Awards Earned since the last *Switchlist*.

Golden Spike Award – The following members have been awarded a Golden Spike certificate:

Lee Calkins
John Walter

Merit Awards – The following members have earned Merit Awards:

Lee Calkins—Scenery
Bert Cripe—Civil (3)
Raymond Greene—Scenery
Doug Hicks—Scenery
Russell Kerr—Structures
Peter Laughlin—Cars; Structures
Gerald Mabry (visiting from the SER)—Structures (3)
Bruce Oberleitner —Structures (6)
Bob Parrish, MMR—Structures
Clyde Queen Jr, MMR—Prototype Models; Structures (2); Cars (3)
Bill Smienk—Cars (4)
Carl Sorensen—Motive Power
Steven Stark—Cars
Dennis Todaro—Scenery
John Walter—Scenery

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

Lee Calkins—Master Builder – Scenery; Model Railroad Engineer – Electrical; Association Volunteer; Model Railroad Author
Bert Cripe—Model Railroad Engineer – Civil
Russell Kerr—Master Builder – Structures
Bruce Oberleitner—Model Railroad Engineer – Electrical
Clyde Queen Jr, MMR—Master Builder – Prototype Models
Debra Racine—Association Volunteer
Norman Racine—Association Volunteer
Bill Smienk—Master Builder – Cars
Dennis Todaro—Master Builder – Scenery
Ray Tower—Model Railroad Author

The PNR AP team congratulates all of these outstanding modelers.

FEATURED PICTURE

Right: Here’s a shot of John Walter’s Scenery Merit Award-winning layout in North Vancouver, BC, depicting the Sassamat Subdivision of the Canadian Northern Railway. (John Walter photo.)



Education Program Report

Lee Calkins, Chair

My name is Lee Calkins and I recently was asked to be the Education Program Chair for the PNR. What does an Education Chair do? Below is my job description as written by the PNR Board.

The Education Chair recruits a team that will identify and/or develop programs and materials to:

- α. Support general public education on the history of railroads and the importance of railroads to the growth of nations.
- β. Provide basic skill education for new entrants to the hobby. Such program materials should be available for use at division clinics or in support of public clinics at meets and shows.
- χ. Provide advanced skill and knowledge clinics for more experienced members for the purposes of increasing skill levels, exchanging modeling ideas and experiences, and improving the overall quality of modeling.
- δ. Develop and maintain a list of clinicians and clinics within the PNR that are available for presentation during meets, shows, and conventions. The list may also include clinicians who are available to make presentations outside their home divisions.
- ε. Assist the host committee with clinic support for the PNR Annual Convention
- φ. Develop programs and teaching methods that appeal to new and younger modelers stressing basic skills, innovation, current technology, tools, and procedures.
- γ. Facilitate at least one approved “Modeling with the Masters” program in the region annually.
- η. Provide a natural educational path for members that introduces them to the Achievement Program (AP and MMR), contest involvement, and special interest groups (SIG’s)
- ι. Continuously investigate new methodologies and new outlets to improve education availability to members and the general public (for example: on-line and internet platforms; public access television productions; and community college non-credit courses).
- φ. Keep the President, along with division superintendents and education chairs, apprised of new materials and programs available in the program and the successes achieved through the program.

Well with that in mind, I decided I needed more education myself so that I can better help those around me. When I accepted the position, I was not a Master Model Railroader, nor had I started any of the AP certificates needed for the MMR. Becoming a MMR is now a goal of mine and I have recently accomplished four of the eleven Aps: Electrical, Scenery, Volunteer, and Author. I am currently working on Cars and have purchased five Tichy/Dimi Trains N scale kits to start that certificate. I am working on assembling and adding brass parts, both of which I haven’t done before. This is where my current Education journey begins. I have never added detail parts to anything before. Where do I start?



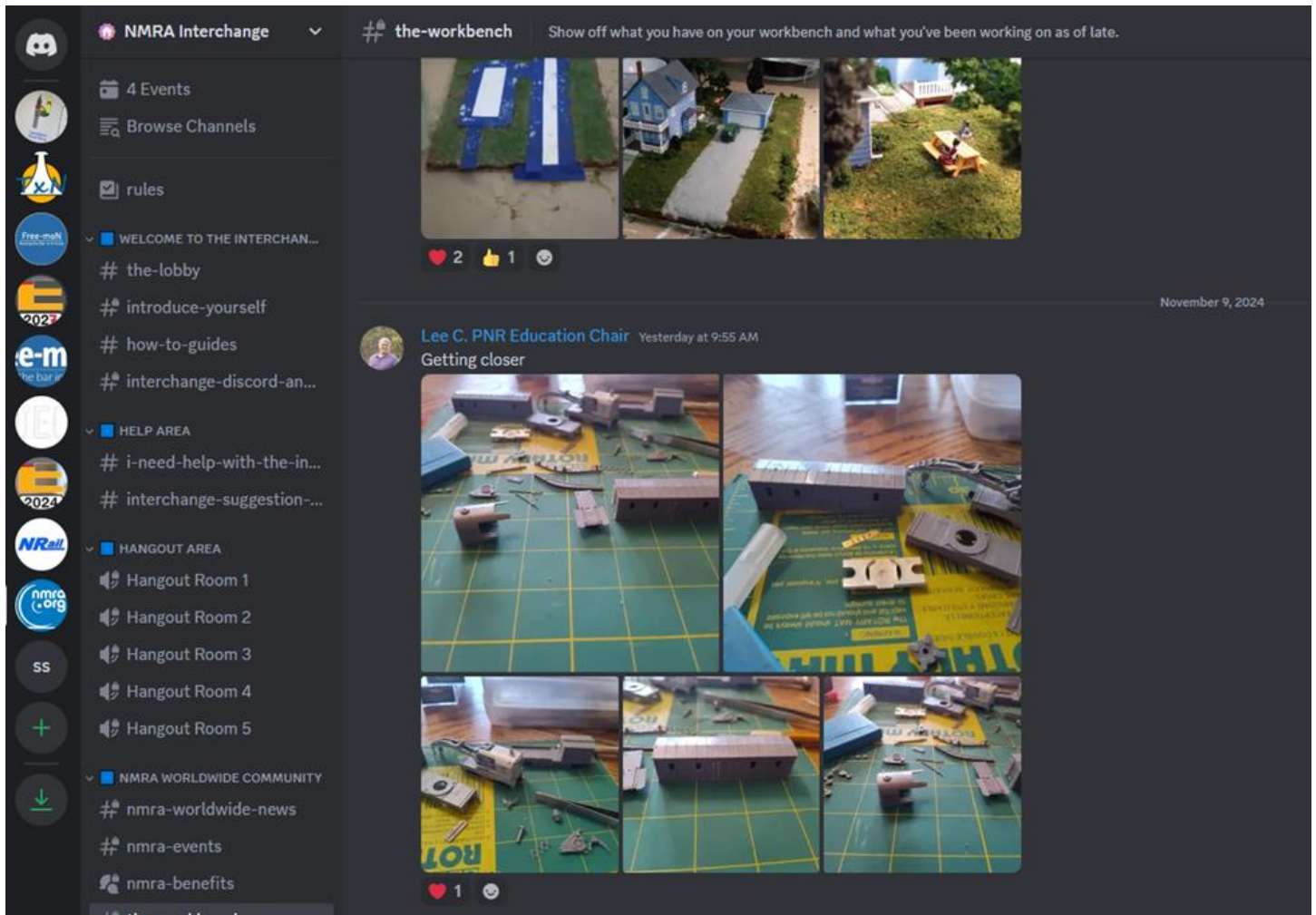
Here is one of the projects I'm working on towards earning the AP certificate for Cars. I'm enhancing this N scale Tichy Train Group crew car kit by adding aftermarket brass details.

I started by reaching out to friends and YouTube. This is going to be a long journey over the next couple of years and I will be trying to keep people informed. One of the places I have been posting is on the NMRA's Discord server called the **NMRA Interchange**, where I have found additional resources and helpful hints and advice.

Information about the Interchange can be found here: <https://www.nmra.org/membership-benefits>

Cameron Lefleur has produced a clinic on NMRAX that walks you through joining the Interchange. It is available on YouTube: <https://www.youtube.com/watch?app=desktop&v=s11gY7olCfg>

On the Interchange there are currently over 1000 members registered to use it. There are hundreds of topics that have been setup for discussions. There are beginners and old masters on the site. I see people asking questions and answering questions. (See the screenshot on next page.) It is a great place for all. If you are running into any problems on the Interchange, reach out to a friend of mine, Speed.



Sample screenshot of the NMRA Interchange website.

One of the other Education Program tasks I am working on is compiling a list of clinics that have been presented by members of the PNR. If you have done a clinic and want it added to the list, please send me the info. I currently have a list of over 200 clinics that have been presented by PNR members.

I will keep you updated on what is going on next in my journey and hope to hear from you as you learn and grow as well. If you would like to join me on the Education Committee, please email me.

Lee Calkins
 Education Chair
 PNR Division 5
oregonshortline@gmail.com

P.S. The NMRA has a page dedicated to Education on their webpage: <https://www.nmra.org/education>



NMRA Video Library

Did you know the NMRA Video Library has over 150 videos of clinics that were presented at National Conventions from the last 30 years. Virtually every model railroading topic you can think of has been covered ... from scenery to operations to prototypes to electronics. If you missed the last few decades of National Conventions, you can still see some of the best clinics around.

Just log into www.nmra.org as a member, click on "Member / Member Home" and click on the big red box that says "Watch Clinic Videos" next to the photo. It's that easy!

Division Reports

1st Division

Charlie Hutto, Superintendent

Rich Pitter hosted a mini-meet on September 28 in Eugene. Several clinics were presented, and we discussed some NMRA business during lunch. It was good to see everybody again and talk about model railroading.

Our next mini-meet is tentatively scheduled for next spring in the Coquille area. Additional details will be available soon.

2nd Division

Jeff Shultz, Superintendent

Our 2nd Division members had a fun operating session at MMR Gary Lee's large scale backyard Baker & Grande Ronde RR recently. Unfortunately, it was cut short by an impending thunderstorm. Video of the fun can be found at <https://youtu.be/IwApZzOWz-o?si=62SAoh024oC3uKns>.

The division will have a table at the Willamette Valley Model Railroad Museum's annual swap meet in Rickreall, Oregon, on December 7. Stop by and say hi!

3rd Division

Shelley Shelstad, Superintendent

No report this quarter.

4th Division

Mike Stepner, Superintendent

Train weather is upon us so that means train shows and working on our layouts, and ops sessions. Have fun. That is, in fact, what this is all about.

Upcoming:

- Boeing swap meet. Nov 9
- The 28th annual Model Train Festival, Washington State History Museum. Dec 20–Jan 1 (closed Dec 24 and 25).
- Great Train Show, Puyallup, Washington. Jan 18-19, 2025
- Monroe Train Show, United Northwest Model RR Club. Feb 22-23, 2025

I heard Lyndon was good and Ravensdale, which is always small and just layouts, was fun.

Hope I didn't miss anything.

5th Division

Bill Voogd, Superintendent

Greetings from Bill Voogd and the 5th Division. Summer and early autumn are over and with it the train show season for our division. But the end of summer outdoor activities gives us a great opportunity to resume (or start) work on our home layouts or other model railroad projects.



2nd Division Meets Online

2nd Division has scheduled Meets on the 3rd Saturday of each month. For more info, see: <https://2dpmr.org/html/events.html>. Recorded Zoom Meets are at: <https://www.youtube.com/channel/UCWMrJ-wq0pHqoke3px4F66g>

We had recent train shows in Missoula and Spokane and both were great shows to attend. Lots of vendors' tables and some great deals to be had for those looking to add to their collections. And some nice layouts for the public to view.

The May 2025 Pasco convention now has our undivided attention and will for the next 6 months. The convention committee, chaired by Bill Fassett, is meeting on a monthly basis and will soon switch to twice a month. Excellent progress is being made in almost all of the areas. We're looking for clinics and clinicians. If you have any ideas or if you'd like to be involved, please contact Bill Fassett or myself.

That's all for now. I look forward to seeing many of you at future 5th Division events.

6th Division

Ed Molenkamp, Superintendent

Greetings from the 6th Division.

As the weather turns to winter, I hope you have a few new modeling projects to keep you busy inside on those cold days and nights. But remember that we are only a few months away from Spring Shows. Our run of Shows start in January and go all the way to May.

It's exciting to hear that [Supertrain](#) is moving to a new location in Calgary. We hope that it will be well attended and be a success for all of the hard work that goes into an event such as this. Stay tuned for more details.

Thanks, Peter Ulvestad, for taking over the website. This is a big job so kudos to you for volunteering!

The Division Conventions are set for the next three years. I know this is far away but the 6th Division will be scheduled to host the Regional in 2028.

I hope this finds you all well!

7th Division

Victor Gilbert, Superintendent

No report this quarter



4th Division Online Resources Open to All

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

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



PNR 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.

PNR Interchange

The **PNR Interchange** is a free service for PNR members wishing to buy, sell, donate, or exchange model or prototype railroad related items. Commercial enterprise transactions and advertisements are not allowed except as provided for hobby stores below. Members may also use this service to request or solicit hobby or railroad related information, research results, and other resources or materials from other members. Members' classified ads and notices are restricted to text format only (no graphics) and length should be no longer than 120 words. Sequential ads of the same nature or having the same or nearly same content are not permitted. The suitability of submitted classified ads for publication is determined at the sole discretion of the Switchlist Editor. Email your submission along with your NMRA membership number to the Editor at switchlist@pnr-nmra.org. Hobby stores that support model railroading may include an advertisement in PNR Switchlist. The ad is limited in size to a business card size and should be provided in ready to copy and print format as determined by the Switchlist Editor. Advertisements for hobby stores that provide a discount for NMRA members shall be so identified with the advertisement. Hobby store ads may be run sequentially issue to issue.

ATTENTION! I am Donating O Scale Structures

I am tearing down my On2 layout due to health reasons. I have been working on this for 40 some years and have a variety of structures that range from scratch built to laser cut kits. Wood truss bridges, large and small industries, outhouses, stations, and town business flats, and full size buildings. Era is post WWI.

Approximately 50 structures of various types. I would like to donate these to someone if I can before they become dumpster fodder. Contact: Fred Kaser, Phone: 503-949-5340, Email: fkaser@onlinenw.com

08/24



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

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

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

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

Timetable

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

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

2024

Nov 16–Dec 8 (Saturdays and Sundays), Portland, OR

2024 Open House at the Columbia Gorge Model Railroad Club. We're open Saturdays and Sundays 8:30 a.m. to 5 p.m, specifically November 16th, 17th, 23rd, 24th, 30th, December 1st, 7th, and 8th. For more info, visit <https://cgmrc.com/events/2023-open-house>

Nov 23 (Sat), Longview, WA

[Longview, Kelso & Rainier Model Railroad Club Holiday Model Train and Toy Swap Meet](#). Cowlitz County Event Center, 1900 7th Avenue, Longview, Washington, 98632, 10:00 a.m. to 4:00 p.m. Admission \$5, Children under 12 free with paid adult. Earlybird Special: get in between 9 a.m. and 10 a.m. for \$10.00 each. Free Parking! 200 Tables for Vendors, On-Site Food Vendor, Vendor Info: \$30 for 8' table, bring your own cover, setup 4:00-8:00 p.m. Friday and 6:30-9:00 a.m. Saturday. For more info, visit krtrains.yolasite.com or contact Howard Flick at 360-751-7276 or email flickh@yahoo.com.

December 7 (Sat), Rickreall, OR

Railroad Show and Swap Meet, sponsored by the Willamette Valley Model Railroad Museum. 9:30 a.m. to 2:30 p.m., Polk County Fairgrounds, 520 S Pacific Hwy W, Rickreall, OR. Info: <https://www.wvmrm.org/new-page>

Dec 20–Jan 5 (except Dec 24–25), Calgary, AB

Calgary Model Trainmen's Club and Calgary Free-mo present 25 Days of Christmas Run. 10 a.m. to 6 p.m. daily at CMT layout, #7 11 St. NE, Calgary. Bring your own train to run. See: <https://www.calgarymodeltrainmen.com/>

Dec 20–Jan 1 (except Dec 24–25), Tacoma, WA

The 28th Annual Model Train Festival. A wintertime tradition to delight all ages! Washington State History Museum, 1911 Pacific Avenue, Tacoma, WA 98402. For more info, go to: <https://www.washingtonhistory.org/exhibit/trainfestival-28/>

2025

Jan 11–12, Ridgefield, WA

Great American Train Show. For more info, go to: <https://www.greattrainshow.com/>.

Jan 18–19, Puyallup, WA

Great American Train Show. For more info, go to: <https://www.greattrainshow.com/>.

Jan 18–9, Prince Albert, SK

The Prince Albert Model Railroaders Club's Model Trains and Hobby Show. At the Gateway Mall. Show hours are 10:00 a.m.–5:00 p.m. Sat, 12:00 p.m.–5:00 p.m. Sun. For more info, please email riverxingnorth@gmail.com

Feb 8–9, 2025, Elma, WA

Grays Harbor 4th Annual Railroad Swap Meet and Train Show. Grays Harbor County Fairgrounds, 32 Elma McCleary Rd. Venue website: <https://www.ghcfairgrounds.com/>

Feb 15–16, Saskatoon, SK

Annual All Aboard Model Train Show will be held at The World Trade Centre at Prairieland Park, 803 Ruth Street E, Saskatoon. If you would like to participate or for any other information, please email us at allaboardtrainshow@gmail.com.

Feb 22–23, 2025, Monroe, WA

United NorthWest Model Railroad Club presents the 32nd Washington State Model Railroad Show & Marketplace. Evergreen State Fairgrounds, Monroe, WA. For more info: <https://unwclub.com/unwshow/>

March 22–23, Moose Jaw, SK

Thunder Creek Model Train Show, featuring a variety of displays from across the Prairies. If you have an interest in model railroading or admire craftsmanship, you won't want to miss this amazing show. Located at the Moose Jaw Western Development Museum, 50 Diefenbaker Drive, Moose Jaw, SK

April 5–6, Calgary, AB

SUPERTRAIN 2025 — Canada's Largest Model Train Show. Featuring over 58,000 square feet of operating model railroad layouts, displays, Lionel, Lego Trains, Thomas and Friends, garden railroads, photo exhibits, merchandise for sale, live demos and more. To be held in the Olympic Oval at the University of Calgary. More information available at <https://supertrain.ca/Info.html>

April 26–27, Regina, SK

Regina Railfest 2025 – Model Railroad Show. Over 25,000 sq. ft. of model railroad layouts, displays, exhibits, and vendors. Caledonian Curling Club, 2225 Sandra Schmirler Way. More information available at www.reginarailfest.com

April 27 (Sun), Helena, MT

[43rd Annual Helena Railroad Fair](#). Helena Civic Center, 340 Neill Ave, Helena, MT 59601

May 9–10 (Fri-Sat), Calgary, AB

Railroad Prototype Modellers Meet. Theme: Freight Car Loads. St Andrews Presbyterian Church, 703 Heritage Drive SW, Calgary, AB

May 9–11, Pasco, WA

2025 PNR Convention, "[The 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: <https://pnr5d.org/pnr-5th-division-home-page/2025-pnr-convention/>

May 23–25, Burnaby, BC

[Railway Modellers' Meet of British Columbia](#)

July 14-19, Novi, MI

2025 NMRA National Convention [Station No.VI](#). Hosted by the North Central Region of the NMRA.



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.

You are invited to the Pacific Coast Region 2025 *Daylight Limited* Virtual Convention!

March 27–30, 2025

Registration is now open!

This year we are offering:

- 3 days of clinics
- Recordings of the clinics so you don't miss any
- Tour of the contest room by an MMR, the entries and a discussion on judging, how items are judged and how to be a judge
- Special Interest Group gatherings
- Vendor focus
- The opportunity to vote on the clinics you would like to see in the virtual event for everyone registered early
- Prototype tours ...just like at an in person convention!
- and more!

Our convention website has all the details: www.pcr2025.org

To register: <https://pcr2025.org/registration/>

We hope to see you in March!



NMRA Calendar Online

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

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

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

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

Daylight Limited

PACIFIC COAST REGION CONVENTION

MARCH
27-30
2025



SAN LUIS OBISPO, CALIF.

You are invited to the Pacific Coast Region 2025 Daylight Limited Virtual Convention!

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To register: <https://pcr2025.org/registration/>

We hope to see you in March!

RUN THIS INVITATION IN THE NOVEMBER AND FEBRUARY NEWSLETTERS.

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Pacific Northwest Region National Model Railroad Association

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-  **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

