



The Switchlist

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

November 2025

In This Issue

- PNR News and Announcements
 - ◆ Oregon Rails 2026 - Update
 - ◆ Show Your Stuff!
 - ◆ PNR President/VP Election – Call for Nominations
 - ◆ NMRA is Launching a New Brand Strategy
 - ◆ PNR Modeling With the Masters
 - ◆ NMRA National Convention 2027, Tacoma, WA
 - ◆ In Memoriam
 - ◆ Listing of New PNR Members
- Features
 - ◆ The Susquehanna & Hudson River Railway
 - ◆ Using One Hobby to Fund Another
 - ◆ Assembly of Athabasca Scale Models Passenger Cars
 - ◆ MTB Family of Compact Switch Motors
 - ◆ CPR Sicamous Station/Hotel in HO Scale
- Officer, Staff, and Division Reports
- PNR Interchange
- Timetable

Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH-ENGINEEMEN'S DAILY REGISTER

Yard _____ 19 _____

FOREMAN	No. of Help-ers	ENGINEER AND FIREMAN	Com-pared Time	JOB Work-ed	Highest Run-ner Number	Left Round House or Side Track	SHIFT WORKED		Arrived Round House or Side Track	Meal Per-iod	HOURS WORKED	
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SWITCH CARS CAREFULLY AND SAFELY
AVOID ROUGH HANDLING
Santa Fe
(Insert Name of Railway Company)
SWITCH LIST

At Station 1-3-18
Train No. 330/p Engine No. 420/p Time 6/p M.

CAR	Initials	No.	Contents	Destination	Consignee	Tonnage
1						
2		68820	70	70		
3		69262	72	72		
4		68758	72	72		
5			55	72		
6			55	57		

Unloaded
Temp to
Lid OK
Track OK

Service 3.07



6	
7	



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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Model Railroading Season is Here!

So, what kicks off this great season of the year? Well, a number of factors, probably most obvious being the changing weather patterns and more of our time being spent indoors. In keeping with the "spirit" of this season (not that we really need an excuse), how about spending some time building a kit, working on your layout or a module, learning more about DCC decoder capabilities such as setting a top speed on one of your locos, and the list goes on.

Another "category" of model railroading activities includes helping to promote our great hobby. This can be done in a number of ways. Check out some ideas on the NMRA's webpage: [National Model Railroad Month](#).



This quarter's Regional News and Announcements include an update from Convention Committee Chair Dave Holden on the 2026 PNR convention ([Oregon Rails 2026](#)) to be held in Tigard, Oregon. Jeroen Gerritsen, Celebration of Models/Contests Committee Chair for the PNR, would like us to bring a model to the 2026 PNR convention. He lays out all the options available for sharing your work with other members. And, we've got all winter to prepare.

Other announcements and news: **2026 is an election year** and Shirley Sample, Nominations Committee Chair, is seeking nominees for the PNR President and VP positions. Please consider running!

Note that we need a new secretary for the PNR. Brian Orysen had to resign for personal reasons. Treasurer Rick Martin has also resigned after a number of years of service. Many thanks for your service, Brian and Rick!

The PNR's Modeling With the Masters® program got off to a great start in 2025 and President Jeff Herrmann provides an update. Jeff also shares some background info on the NMRA's rebranding effort and strategic plan called Vision 2035.

Then we wrap up this section of the newsletter with an update from Convention Co-Chairs Magnus Christerson and Robin Peel on the 2027 NMRA national convention in Tacoma ([Puget Sound Express](#)). If you've never been to a national convention or if it's been a long time since you attended one, then here is your opportunity—right in our backyard!

Shifting gears a bit, please take a moment to remember our friends and acquaintances who have passed away this year and are listed in the *In Memoriam* section on p. 11. Our sincere condolences go out to the family and friends of all these members.

Also, please welcome and reach out to the PNR's newest members listed on p. 12, especially those who are within your division. Remember when you were "the new guy?"

This edition of *The Switchlist* has five feature articles again. I am so appreciative of members making the effort to submit articles for the newsletter to share experiences and knowledge. Keep 'em coming! This issue's articles again cover a wide range of topics:

- The Susquehanna & Hudson River Railway
- Using One Hobby to Fund Another
- Assembly of Athabasca Scale Models Passenger Cars
- MTB Family of Compact Switch Motors
- CPR Sicamous Station/Hotel in HO Scale

The PNR Officer, Staff, and Division reports begin on p.37. And lastly, the Timetable of upcoming events (p.47-48) shows lots to do!

I'd like to wish you all a happy and safe holiday and model railroading season!

Greg Kujawa, MMR, Editor



PNR News and Announcements

Oregon Rails 2026 Update—PNR 2026 Convention

Dave Holden, Convention Committee Chair, 2nd Division

If someone mentions railroad towns in Oregon, locations like Oakridge, Hinkle, and maybe even Klamath Falls, come to mind. Rarely does one think of Tigard, Oregon, in that context. This busy city of 50,000 souls hardly seems to have time for railroads, yet it has a significant legacy in the region's rail history. Tigard was important enough to be served by two railroads, the Oregon Electric and Southern Pacific. It hosted interurban electric, steam, and diesel motive power. The route through the city continues to host freight service, as well as Oregon's only railroad commuter line.

Originally named Tigardville after a family who settled the area prior to the Civil War, the city was renamed Tigard by the Oregon Electric Railway, ostensibly to distinguish it from Wilsonville. The Southern Pacific's line was called the Tigard Branch, reflecting the importance of the city as a source of freight and passenger revenue.

Today, the Portland and Western owns and operates all railroad lines through the city, hauling a diverse mix of traffic. The Portland and Western also leases its line to TriMet, which operates the Westside Express Service (WES) commuter trains during morning and afternoon rush hours on weekdays.

On behalf of the Oregon Rails 2026 committee, I hope you'll join us May 13-16, 2026, to take in clinics, layout and prototype tours, and operating sessions in the still great railroad town of Tigard, Oregon. We hope to feature a prototype tour offering a visit to the WES facility in Wilsonville along with a ride on a WES commuter train.



Please check out our website, oregonrails2026.com, for the latest information.

SHOW YOUR STUFF!

or

Why Should I Bring Models to the PNR Convention in 2026??

Jeroen Gerritsen, Celebration of Models/Contests Committee Chair

The Art of Model Railroading involves making stuff. We build models to populate our layouts and modules, and many of us are also skilled in other work that supports the hobby, including photography of both models and real railroads, plus crafts that take the trains out of the layout room and into the home. At the convention, we celebrate these skills with – yes – a Celebration Room where we show our stuff.

So, why should you bring your stuff to show?

- Show off the cool things you've done: modeling, photography, crafts
- Bring a work-in-progress to discuss approach and techniques
- Find solutions to problems from the discussions
- Bring something funny to give folks a laugh
- Earn AP merit awards on your way to a Master Builder Certificate (rolling stock, motive power, structures)
- Compete in the model contest
- Compete in the photography contest
- Win a People's Choice prize

All attendees at the convention are invited to bring their stuff! The Celebration Room is devoted to scale models and displays of trains and structures, railroad photography (model and prototype), and rail-related arts and crafts. All scales, eras, gauges, sizes, complete works, and works-in-progress are welcome. Bring your work to explain, teach, inspire, and learn from your fellow modelers. There are no fees for displaying items in the Celebration Room. Everything in the list above is optional: if you bring something, you don't have to compete in a contest.

This and future conventions will be increasingly open to non-members. More than anything else, the Celebration Room shows non-members the skills we use to do what we do, and our dedication to developing and using those skills.

It's not just a contest! A model and photography contest, both optional, will be part of the activities, but there's much more! There will be a "meet the creator" session where you can share your experience as well as learn from others. There will be AP evaluations for modelers who wish to have their work evaluated for AP merit awards. There will be People's Choice awards in various categories of entries. There will be judged contests for models and photographs, but only for those who wish to enter them.

Modelers, photographers, and crafters are encouraged to submit their work, even if it's work-in-progress, for others to enjoy, to learn from, and to be encouraged.

CELEBRATION ROOM EVENTS

Although all items ("stuff") are displayed in the Celebration Room, there are several activities going on:

- a. **Model Showcase:** The most important part of the room is the contents: models, photographs, and crafts. EVERYONE is encouraged to bring items to the Showcase.
- b. **Time to Meet the Modeler, Photographer and Crafter.** An hour will be set aside each day where participants will be present to discuss their work. Each participant need only be present for one of the sessions, not all of them.
- c. **AP Evaluations.** Modelers who participate in the NMRA's Achievement Program (AP) may have their models evaluated for an AP Merit Award. AP is open to NMRA members only. AP model evaluations will include Motive Power, Rolling Stock, and Structures. AP evaluations will be scheduled individually when you register your models in the room.
- d. **People's Choice Awards.** Ballots will be handed out to all registered attendees to vote on their favorites, including:
 - 1) Favorite Train
 - 2) Photograph
 - 3) Arts & Crafts – General
 - 4) Arts & Crafts – Railroadians
 - 5) Arts & Crafts – Needlepoint
 - 6) Thumbs Award – Most humorous model
 - 7) Locomotives
 - 8) Rolling stock
 - 9) Caboose
 - 10) Structure
 - 11) Display (a small complete scene)
- e. **Judged Scale Model Contest.** There will be a judged scale model contest with winners selected in several categories. **This is optional—you do not have to enter the contest to bring your models to the Celebration Room!** The contest is open to NMRA members only. Prize categories will include:
 - 1) Motive Power – must be powered
 - i) Steam
 - ii) Motorized (diesel, gas) and traction
 - 2) Rolling Stock
 - i) Passenger cars – cars normally found in a passenger train, including baggage and express, and RDC and rail buses
 - ii) Freight cars
 - iii) Caboose
 - iv) Non-revenue – such as Maintenance of Way, company transportation (sand, ash, supplies), wreck train cars, etc.
 - 3) Structures
Structures include any on-line or off-line structure or non-rail vehicle or vessel that would be at home on a model railroad.
- f. **Judged Photo Contest.** There will be a judged photography contest. Remember, you do not have to enter the contest to bring your photographs to the Celebration Room! The contest is open to NMRA members only.

Photographs, either color print or black and white print, may be submitted for judging in the following contest categories: model or prototype.

- g. **Judges.** Volunteers are needed for the Contest judging – email Jeroen Gerritsen at jeroeno.gerritsen@gmail.com
Look for more details in the 2026 Convention website as the time approaches (<https://oregonrails2026.com>).

We hope to see your stuff in the Celebration Room for all attendees to see!

PNR President and Vice President Election— Call for Nominations

Shirley Sample, PNR Nominating Committee Chair

It's that time again! 2026 is the year that we elect a new President of the PNR. It is the job of the nominating committee to vet and propose candidates for each open position. Most regional business is conducted via Zoom Meetings and email.

If you are interested in being nominated or can think of someone who might be willing, please let me know so that person can be contacted to confirm. My contact info: shirley@busnws.com. My cell # is 509-991-2317 or home #509-292-8332. Additional members of the nominating committee will be announced soon.

Candidate profiles will be published in *The Switchlist*. **Nominations deadline is April 15, 2026.** The Eligibility requirements and the Terms of Office are included below from the Bylaws.

Duties of BOD Members

1. The President shall:
 - a. Preside over meetings of the BOD and the Annual Membership Meeting.
 - b. Sign all contracts or other instruments in writing authorized by the BOD.
 - c. Be bonded in an amount sufficient to cover all PNR assets.
 - d. Call special meetings of the BOD whenever deemed necessary.
 - e. Have and exercise, under the direction of the BOD, the general administration of the affairs of PNR.
 - f. Be responsible for enforcing the Bylaws and Policies of PNR.
 - g. Appoint various officers and committees as needed with approval of the BOD.
 - h. Appoint various committee chairs without the advice and consent of the BOD.
2. The Vice President shall:
 - a. Perform the duties of the President during his or her absence.
 - b. Assist the President as requested.
 - c. Be responsible for membership promotion.

Eligibility

1. Each candidate for region office must:
 - a. Be a PNR member.
 - b. Be a natural person.
 - c. Not be under suspension from holding office.

Nominations

1. The procedures for nominations shall be published in the Region's official communication medium no later than 15 March of an election year.
2. Candidates for President and Vice President shall be nominated by one of the following methods:
 - a. Action of the Nominating Committee as published in the Region's official communication medium no later than 15 March.
 - b. A petition filed with the Nominating Committee Chairman no later than 15 April. Such a petition shall contain the signatures of at least 15 voting members of PNR and shall be accompanied by a written statement of consent signed by the candidate.
 - c. A letter of intent to return from incumbents running for re-election, or from a Vice President running for President. Letters of intent must be filed with the Nominating Committee Chairman no later than 15 April.

NMRA IS LAUNCHING A NEW BRAND STRATEGY

Jeff Herrmann, MMR, PNR President



On November 1st, the NMRA launched a new strategic plan, Vision Statement, and new NMRA Brand with a consistent brand style and logo across National, Regions, and Divisions.

The announcement sent to all NMRA members includes information on VISION 2035 including *Objectives, Core Strategies, Specific Goals and Workplans for 2026*. You can find detailed information about VISION 2035 online at:

https://www.nmra.org/sites/default/files/marketing/2025_rebranding/NMRA_Vision2035_WorkPlan2026.pdf

Our new wordmark logo (shown above) is directly inspired by locomotives and rail cars symbolizing how the NMRA is on the move and a clear leader in enriching and propelling the hobby forward. It's designed to be strong, professional, and clear, representing the significance of our 90-year legacy. The playful addition of the double pair of dots representing wheels under our initials playfully refers to our shared passion for trains and our dedication to making trains more fun.

The goal of this refreshed brand is to represent our strong, unified association that appeals to both current and future generations of model railroaders. This is a visual commitment to our future as a vibrant, inclusive, and fun global association dedicated to making the hobby better for everyone.

This branding initiative aligns with the NMRA Vision 2035, which aims for the National Model Railroad Association to be the premier association dedicated to the growth and enjoyment of the scale model rail community worldwide through standards, advocacy, fellowship, and education. Key objectives of this vision include improving member experience, driving member growth, accelerating influence within the industry, and modernizing tech infrastructure for future success and financial sustainability. Launching new NMRA Branding is identified as an immediate action for 2025 to support member growth.

More information about specifics and implementation of each of these will be rolled out during this fall and Q1 of 2026; however, there are a few things that we will need to be aware of and prepare for as we anticipate the changes.

What does this mean for National?

- NMRA will change its logo, colors, and fonts on various materials.
- This includes social media, NMRA website, *NMRA Magazine*, calendar, membership forms, and Rack Cards.
- Beginning on January 1, 2026, the current NMRA logo **WILL NO LONGER BE AUTHORIZED FOR USE OR WEAR ON NMRA PRODUCED ITEMS** without permission from the Board of Directors.

What does this mean for PNR and Divisions?

- All Regions and Divisions will adopt the NMRA's Brand and Style Guide (Style Guide will be available sometime this fall).
- PNR and Divisions will also adopt the new NMRA Logo, which will display the region or division name alongside the National Brand. National will give us a style guide that will address the image(s) to be used when identifying our region and/or division. No other logos will be permitted (including ones you may have been using locally for a long time).

What PNR and Divisions need to do now to prepare

- Anticipate that any currently used logos will become obsolete on January 1st
 - Do not order anything new with old (current) logos, like stationery, banners, t-shirts, hats, printed material, etc.
 - Take an inventory of what you have on the list above and make plans to get it replaced. Grants for marketing will be available from NMRA to help defray the expense of purchasing new marketing materials. Perhaps have a sale of retro items you have in stock to help defray the expense of producing the new logoed materi-

- als. (No doubt some enthusiastic collectors will make an offer!!)
- o If your Division Bylaws or Operating Procedures mention the use of a specific division logo (other than NMRA National Brand), get them changed ASAP.
- o Let your division leadership know what is coming. Think about changes that will be required to your email blasts, newsletters, website, etc.

PNR Modeling With the Masters[®] Sessions Expanded Around the Region

Jeff Herrmann, MMR, PNR President

As you may know, NMRA has a primary mission element for the education of members in the arts and skills of model railroading. To support the mission, *Modeling With The Masters[®]* (MWTM) was created to provide high level skill training and to introduce new materials and techniques to members. MWTM is a benefit of membership and should be available to all members.

MWTM[®] is a full day, hands-on, session being conducted by a Master Model Railroader[®] (MMR[®]) and assisted by an appropriate number of other MMRs. The objective of the MWTM program is to teach modelers of all skill levels new techniques and opportunities in model railroading. To achieve that objective, the program offers 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.

Historically, MWTM[®] has only been available in conjunction with NMRA national conventions. Starting three years ago, PNR began offering MWTM[®] at PNR conventions. Now, PNR has been approved by NMRA to develop a full faculty of MWTM[®] instructors who will be able to offer the program throughout the region in addition to regional conventions, and make it more convenient and less expensive for our members to participate than the current plan offered nationally.

We are doing this because serving the PNR membership poses numerous challenges. Our Region extends from southern Oregon to the Arctic Circle, and from the Pacific Ocean to the eastern border of Saskatchewan and Montana. The Region includes major metropolitan areas of Seattle, Anchorage/Fairbanks, Spokane, Portland, Vancouver (BC), Calgary (AB), Edmonton (AB), Regina (SK), Vancouver Island (BC), Salmon Arm (BC), Boise, Coeur D'Alene, Medford, Eugene, Coos Bay, the Tri-Cities, Billings, Bozeman, and a bunch more. Those metro areas are separated east and west by several mountain ranges. The seven Divisions of the Region support over 1,400 members who each deserve equal opportunity to participate in NMRA programs.

This year, the PNR presented three MWTM sessions and have certified 17 MMRs to serve as PNR MWTM instructors! This year's sessions were held in Kennewick, Washington, Pasco, Washington (in conjunction with the PNR 2025 Convention), and in University Place, Washington. We are making plans to conduct MWTM sessions next year in British Columbia and Alberta to offer the opportunity to our Canadian membership. We are grateful to the following MMRs who have stepped forward so far and continue to serve our Association as MWTM instructors: Jack Hamilton, Jeff Herrmann, Greg Wright, Greg Kujawa, Dan Figy, Bill Yancy, Bob Jekel, John Decker, Bill Fassett, Gary Lee, Bill Busacca, Brian Ferris, Mark Malmkar, David Yaddock, Lee Chessman, Rick Martin, and Russell Kerr.



In our Kennewick session, students learned to scratchbuild a trackside tool shed in wood utilizing isometric drawings provided as a donation to us by Scale Model Plans. Most of the students came close to finishing the challenge in the 8-hour time frame provided for the session. At least one model was submitted for AP evaluation and earned a Merit Award. During our Pasco and University Place sessions, students learned how to make jigs for roof trusses and other projects as well as



scratchbuilding a tunnel portal from isometric drawings. In these two sessions, several students also qualified for AP Merit Awards.

Several participants were apprehensive about the thought of scratchbuilding but became confident through the process because there were people willing to help them learn. Participants and instructors liked the ability to learn from each other in a relaxed and non-competitive environment. One commented about how pleased he was with the value of the session in terms of his money and time. Several of the instructors that were working towards becoming certified MWTM instructors commented that the experience was a positive reinforcement of how they can share their experiences with others along the journey to MMR.





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>

NMRA National Convention 2027, Tacoma, Washington August 10-15, 2027

Magnus Christerson and Robin Peel, Co-Chairs, NMRA National Convention 2027

As you probably know by now, PNR will host the 2027 NMRA National Convention. Here is our website, where you can also sign up to our newsletter: 2027.nmra.org

Our planning continues and we now have a full committee of volunteers (25+) who are working on various aspects of the convention. We will send out more details about the program and call for more volunteers early next year.

For now, think about how you can participate:

- We will soon have a call for layout tours and op sessions.
- We will also be looking for clinics and hands-on workshops.
- You can always send us a note on conv2027@nmra.org

Our theme is **Expand Your Horizon**. So think about new things to present and discuss.

Put the date in your calendar, tell your friends and family about it, and plan to join us!

See you in Tacoma!



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 2024 through October 2025

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
October 2024		None				
November 2024	4	Moorman	Jeffrey	Ferndale	WA	Life Member
	4	Vaughn	Paul	Graham	WA	Life Member
December 2024	1	Crueger	Jim	Monroe	OR	
January 2025	2	Kaser	Fred	Molalla	OR	
	6	Bryce	William	Lloydminster	AB	Life Member
	6	Johnson	Mark	Edmonton	AB	Life Member
February 2025		None				
March 2025		None				
April 2025	6	Clarke	DG	Calgary	AB	Life Member
May 2025	4	Johnson	Patrick	Seattle	WA	
	3	Plies	Ron	Boise	ID	MMR 409
June 2025	4	Brown	Dean	Lynnwood	WA	Life Member
	7	Hazel	Gary	Salmon Arm	BC	Life Member
July 2025		None				
August 2025		None				
September 2025		None				
October 2025		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 2025

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/Prov	Div	Last Name	First Name	City/Town	State/Prov
02	Buck	Benjamin	Beaverton	OR	05	<i>Cissner</i>	<i>Jack</i>	<i>Grand Coulee</i>	<i>WA</i>
02	Buechler	Greg	Hillsboro	OR	05	Monroe	Brian	Coeur D Alene	ID
02	Zweig	Arnold	Vancouver	WA	06	Doyle	Evan	Calgary	AB
03	Koto	Mike	Fruitland	ID	06	Gibbens	Jenna	Calgary	AB
03	Sterling	John	Eagle	ID	06	Goodall	Cara	Calgary	AB
04	Bagaason	Mike	Bremerton	WA	06	Goodall	Kent	Calgary	AB
04	Bourcier	George	Lakewood	WA	06	Kost	Jason	Calgary	AB
04	<i>Buss</i>	<i>Gerry</i>	<i>Newcastle</i>	<i>WA</i>	06	Krancan	Dominic	Calgary	AB
04	Hauff	James	Port Angeles	WA	06	Sandbeck	Mason	Calgary	AB
04	Hodgson	Garrett	Buckley	WA	06	Symcox	Mike	Airdrie	AB
04	Jordan	Dennis	Copalis Beach	WA	06	Thompson	Megan	Calgary	AB
04	Joyner	Debby	Brewster	WA	07	Acerra	Nicole	North Vancouver	BC
04	<i>Wilson</i>	<i>Leigh</i>	<i>Camano Island</i>	<i>WA</i>	07	Jacques	Kai	North Vancouver	BC
04	Winter	Julie	Mill Creek	WA	07	McArthur	Bob	Abbotsford	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. Thanks!

The Susquehanna and Hudson River Railway

Article, photos, and track plan by Bob Stafford, 4th Division

I grew up in the rolling tree-covered hills of northwestern New Jersey. I watched Lehigh and Hudson River (L&HR) trains roll up and down the Pequest River Valley in a vicinity of Great Meadows, New Jersey. One conductor threw off candy from the backsteps of his caoose to us kids who were trackside.

During Christmas break when I was in the fifth grade, we moved out of the county and into town, which was four miles away on the other side of the hill our house set on. The move into Hackettstown brought me into contact with the Phillipsburg Branch of the Erie Lackawanna Railway. I spent my summers hanging around the railroad station with John Bissell, the agent. I became a regular rider with the train crew as they did their switching duties around town.

Later, I became an Agent-Operator for the Erie Lackawanna. I received my first railroad paycheck from Mr. Bissell. Later when I became the agent at Bangor, Pennsylvania, I was handing out paychecks to Conductor Gene Osterman and Brake-man Jimmy Wills, who gave me all those train rides around Hackettstown just a few years before.

Bangor was just four miles away from the remains of the Lehigh and New England's abandoned yard at Pen Argyl, Pennsylvania. I became interested in the operations of the L&NE. I talked with the L&NE men who still worked on what remained of the railroad being operated by the Central Railroad of New Jersey at that time, and learned about how the L&NE operated.

The L&NE and the L&HR were separated by one chain of hills running along different rivers toward the destination of Maybrook, New York, and its connection with what was originally the New England Central Railroad, later New Haven Railroad's Poughkeepsie Bridge gateway to New England.

I have worked all over the western United States on the Burlington Northern, then later Burlington Northern Santa Fe. I experienced firsthand the movement of coal out of the Powder River Basin, wheat harvests, sugar beet harvests, and freight

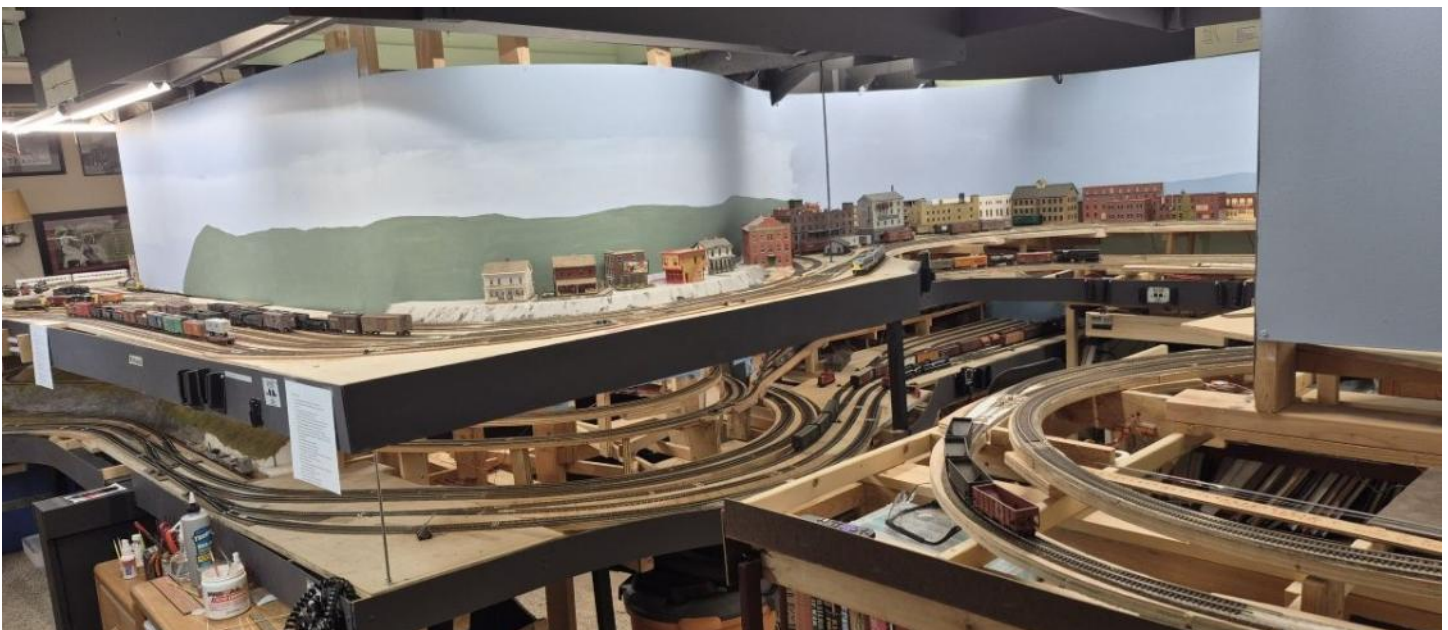
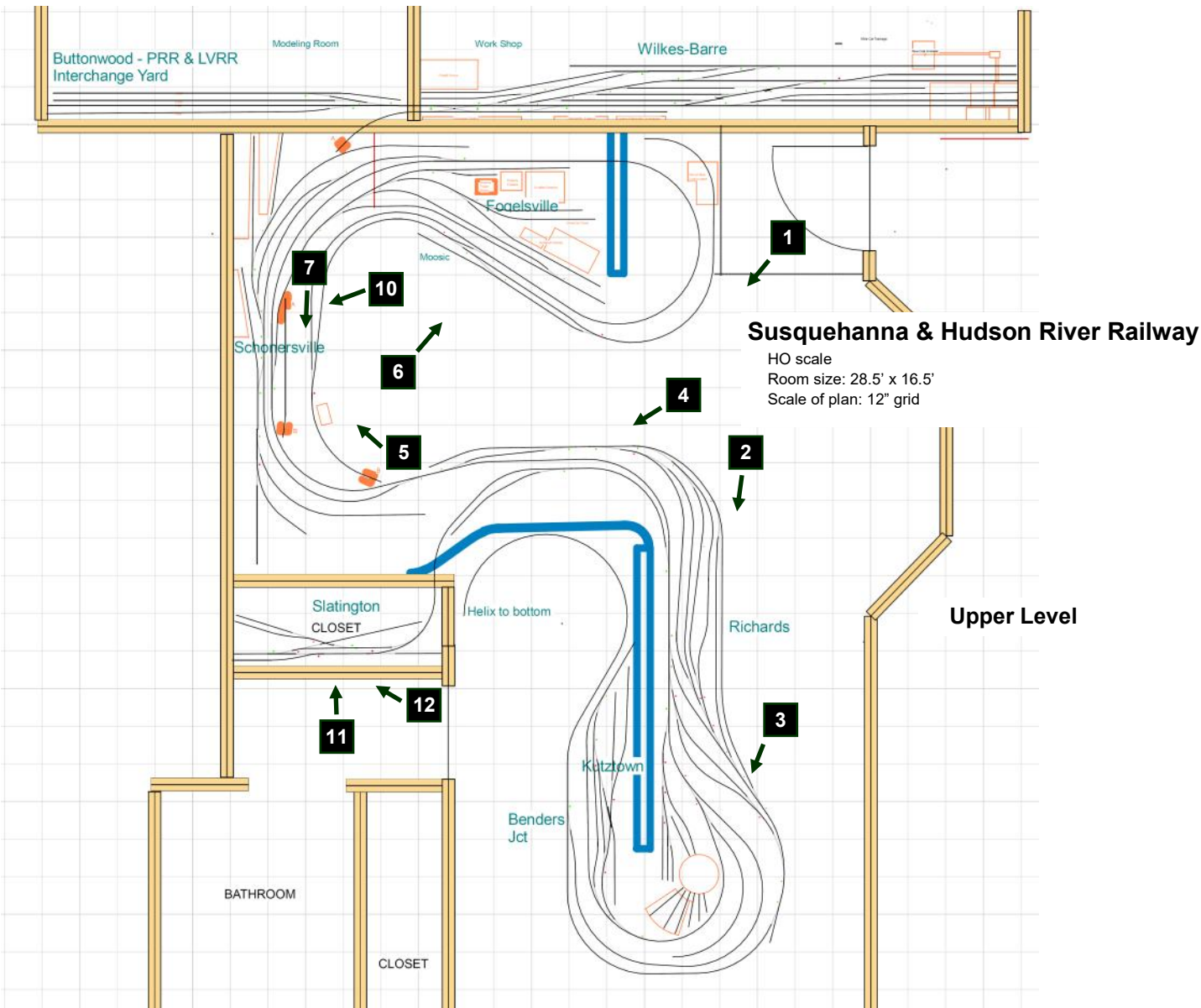


Photo 1. View as you walk into the railroad room. The mine spur from Moosic to the coal loadout is on the right. The double-deck section of the railroad is to the left. Richards Yard and the west side of Schoenersville are visible on the top level. The Jersey City yard and the Erie double track main line are visible on the bottom level.

train operations. I have worked main line and branch line operations. None of these operations holds my interest compared to the variety of operations found on the railroads of New Jersey and Pennsylvania. An intense amount of industry serviced by the railroads was located in New Jersey and the Lehigh Valley area of Pennsylvania. This business was not seasonal with little switching opportunities the rest of the year. The business was constant all year long. This was the area I grew up in—where I learned railroading. This was what I wanted to model.



Layout at a Glance

Railroad name: Susquehanna & Hudson River Railway
Scale: HO (1:87.1)
Size: 28.5' x 16.5' L-shaped room. Backwall from front door is 16.5 ft. Far wall 11 ft.
Prototype/freelance): Freelance
Locale: Northeastern Pennsylvania and Northern New Jersey
Era: 1958
Style: Walkaround
Mainline run: No idea
Minimum radius: Main line 26"
Minimum turnout: Most turnouts are #6. Have some #4.5 in industrial trackage

Maximum grade: 3%
Train length: 2 engines, 15 40-ft cars and a caboose
Benchwork: L girder
Height: Lower Level 30"; upper Level 48"
Roadbed: 3/4" plywood with Midwest cork roadbed
Track: Atlas code 83 flex track; Atlas and Fast Tracks turnouts
Backdrop: 1/8" Masonite hardboard
Scenery: About 1% of the layout completed. Foam board
Control: Digitrax
Operations: Tab-on-car forwarding system; Sequence
Online presence: YouTube channel: <https://www.youtube.com/@trainmasterbob370/featured>

There was a vast network of branch line and long spur tracks serving a large variety of customers and feeding into local yards that originated and terminated the crews that served these industries in the northeastern United States. Some of these branch and spur lines had a traffic volume that warranted more than one crew per day working to service the online customers.

I found the concentration of industry and its relationship with the railroad lines to give the most value for an operations-based model railroad. These lines moved freight from all over the country on its last miles to be delivered to the consignee. It was also the place that was manufacturing the products being distributed throughout North America and shipping them by railroad.

The railroads of northwest New Jersey and northeastern Pennsylvania were built to haul anthracite coal to market, provide transportation of the raw materials for the iron furnaces of the region, and to move their finished products to market. As the railroad industry matured from these beginnings, it became a great interlinked transportation system.

The thing that these railroads all had in common was providing service

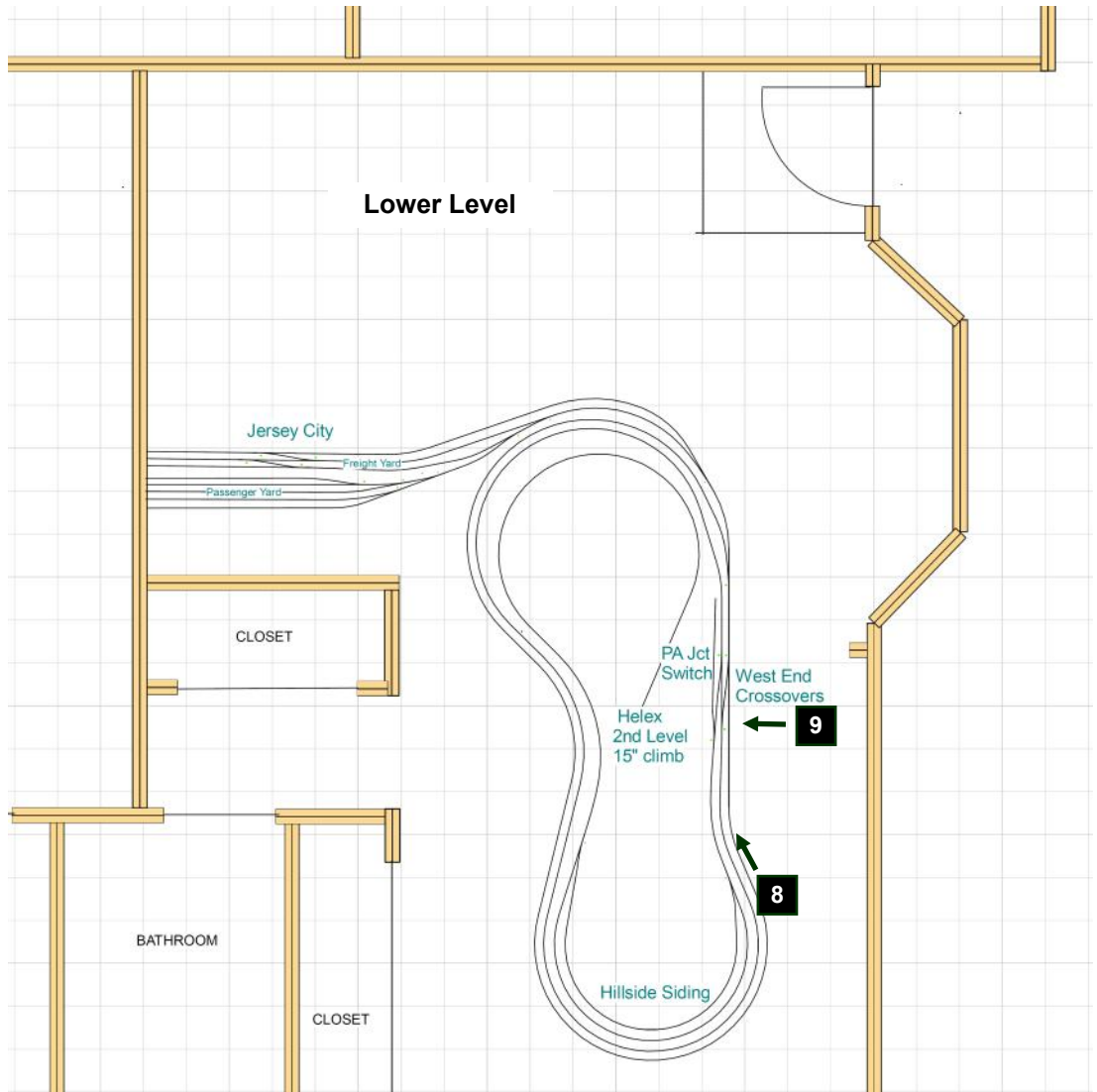


Photo 2. The 6-track double-ended yard at Richards is the hub of operations on the S&HR. This view is from the west end of the yard looking east. The switch to the Slatington Branch is visible just behind the gondola car. The engine terminal is at the east end of the yard.



Photo 3. In this view of the east end of Richards Yard, two engines are tied up on the Scale Track. Three cabooses are sitting on the Caboose Track. The engine terminal features a 90-ft turntable and a three-stall roundhouse. There are three tracks to service diesel locomotives.

to the coal, cement, and steel industries. They were also bridge lines for the movement of goods between New England and the rest of the country.

With this history in mind, I realized that no one railroad could give me everything I wanted. If I used the spirit of the region and created my own freelance railroad, I could represent that which once was in a thriving industrial region.

From this concept, the Susquehanna and Hudson River Railway was created to connect the coal region along the Susquehanna River in the Wilkes-Barre, Pennsylvania, area with the New York City market at Jersey City, New Jersey. From this main line, a branch line extends northward across northwestern New Jersey to the Maybrook Gateway.

I have used actual names from the region for the locations on my HO layout. These are areas that I have memories of. There is no attempt to model these locations prototypically. They are all tied together by my memories.

The base of operations for the S&HR is Richards Yard. This is where all trains operate out of and return to at the end of their runs. All traffic is sorted at Richards and moved towards its final destination.

Two branch lines originate at Richards. The first is a branch to Slatington and its slate quarry and several industries. Slatington is actually located inside a closet, making use of its space. When I was the agent at Bangor, Pennsylvania, slate was still being loaded into boxcars for shipment. I wished to represent this on my layout.

The other branch line is the branch to Kutztown, where a variety of industries are serviced. I used to take the family to the Kutztown Fair, and attended meetings of the Hawk Mountain Chapter of the National Railway Historical Society there. Just good memories associated with this name.

The main line going west from Richards first passes through Schoenersville. Schoenersville is the location of an Acme Markets distribution center. The three buildings of this complex are a cold storage warehouse, dry goods warehouse, and a print shop.



Photo 6. This is the other side of the layout. The entrance to the railroad room is visible in the distance. The empty plywood tabletop is the location of Fogelsville. The west end of the siding at Moosic is below. The mine lead with its 2-track loaded coal car yard and spur going around the corner to the mine are visible on the bottom level.



Photo 4. We see a set of EL F units tied down on the West Stub Track at Richards. The eastside of Schoenersville is visible beyond them. Jersey City is visible on the bottom level. The freight train powered by a Fairbanks-Morse H-16-44 is the Wilkes-Barre Drill on its return trip back to Richards Yard.

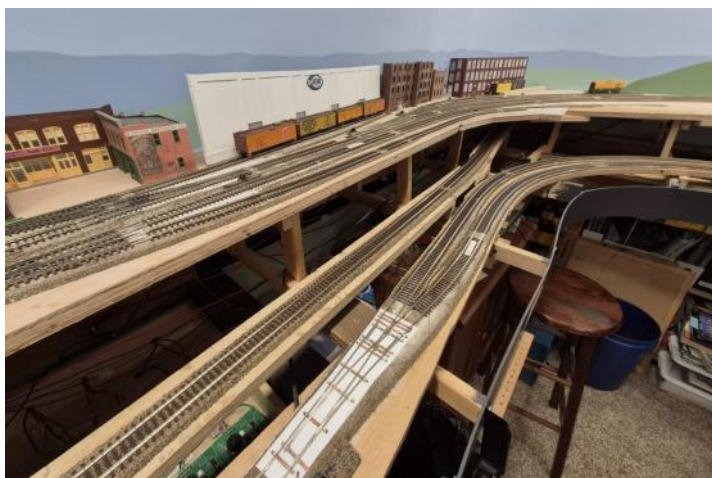


Photo 5. The westside of Schoenersville is visible on the top level. The Acme Markets cold storage warehouse is the large white building. Acme's Dry Goods Warehouse, the 3-story brick building with white windows, has two cars spotted there. The space in front of it is the location of the future dry goods and print building. A Rutland boxcar of paper for the print shop on a spot. The middle track is the main track going to Wilkes-Barre.

There are also several other industries in town. One of these is the Slate Belt Dairy. This facility processes locally produced milk and ships it in bulk to a bottling plant in Jersey City. The dairy also produces cheese products which are shipped once or twice a week to Jersey City.

The newspaper train departs Jersey City at 2 a.m. each morning with the New York City and New Jersey newspapers to distribute on its route to Wilkes-Barre. It spots empty milk cars each morning and picks up the loaded milk cars to take back to the city on its return trip.

A long industrial spur leaves the main line at Schoenersville to service the town of Fogelsville. Fogelsville is the location of the Schaefer Brewery. I have memories of buying Schaefer beer on tap for 15 cents per glass back in those days. The Schaefer Brewery at Fogelsville receives inbound shipments of hops, barley, and bottles. Schaefer ships out

insulated boxcars and back hauls refrigerator cars of beer. Boxcars of brewers spent grain, a by-product of the brewery process, are shipped out.

Besides the brewery, the Fogelsville Spur also serves Schaible's Bakery. This bakery produces Sunbeam brand bread. It receives boxcars of bagged flour and hopper cars of anthracite coal to fuel its boilers.

The next station on the main going west towards Wilkes-Barre is Moosic. Moosic has a coal loadout facility that sends loaded cars of mine-run anthracite coal to the breaker at Wilkes-Barre to be processed. It also has a team track and a retail coal dealer. My mother's second husband was a coal miner from Moosic.

The last station moving west is Wilkes-Barre. This is where the S&HR connects with the Pennsylvania Railroad and the Lehigh Valley Railroad at Buttonwood, a neighborhood on the south side of town, to receive bridge traffic to move to Maybrook. Wilkes-Barre also has the Russell Colliery of the Wilbur Coal Mining Company. It receives raw coal to process and ships out carloads of anthracite coal. The Wilbur Mining Company is named in memory of Russell Wilbur, my mom's second husband.

Wilkes-Barre also has a freight house, team tracks, and a produce track. My father was a truck driver. I have memories of riding with him on weekends to pick up loads of produce from the Pennsylvania Railroad's produce yards in Philadelphia and Washington, DC. Each yard had many tracks filled with refrigerator cars where trucks backed up to them and loaded directly from the refrigerator cars into trucks. The produce track represents this memory.

The other track at Wilkes-Barre is the city track. This track services a couple of industries along the backdrop. The first industry is Blackwell's Express, which receives an express car from the newspaper train daily. Blackwell's Express was the local Railway Express Agency contractor at Hackettstown, New Jersey. I would sit on Mr. Blackwell's express wagon on the station platform. By the 1960s, express shipments no longer arrived by train. The REA truck came every day to drop off and pick up packages.

Going east from Richards Yard, the railroad goes around a peninsula to Benders Junction. Here the Passenger Main by-pass around Richards Yard and the Richards Yard Freight Main split. The main line then goes into a helix down to the lower level of the layout.

The main line comes out of the helix and encounters the siding at Hillside. This siding holds two engines, 15 forty-foot cars, and a caboose. Just beyond Hillside, the main line connects with the double-track main line of the Erie Railroad over which the S&HR operates to West End Interlocking, where the S&HR leaves the Erie and goes into its Jersey City yard.



Photo 7. The eastside of Schoenersville is on the top level. From left to right. The gray Erie Lackawanna boxcar is spotted at Gutzmer Manufacturing, named after my friend Ron Gutzmer. The gray 4-story building is Davis Manufacturing, named after my friend Jim Davis who was also a BNSF trainmaster. The two boxcars are spotted at the team yard with the Slate Belt Dairy located behind them with two milk cars on spot. Just beyond the dairy is Valley Distribution and Storage with a boxcar on spot. The end of this track is used to spot loads of coal for the boilers at the dairy.



Photo 8. On the bottom level, one small area of scenery has been constructed to show visitors what to expect the railroad to look like in the future. The double-track Erie mainline is on the right with the S&HR mainline climbing away uphill from the Erie. The very top level is the N scale trackage.

The Erie Railroad trackage is a double-track oval that allows for continuous running. When non-modelers stop by and want to see the railroad, this oval allows me to run a train for them to watch. I also enjoy at times just watching a couple of trains go around the oval.

The lower level also has a double-track oval of N scale trackage on the hillside above the Erie and S&HR tracks. This is for my son who has collected many of the Kato passenger train sets. He lives in a small apartment where he has a small N scale layout. This gives him a place to run his passenger trains. Four inches above the S&HR Jersey City Yard is a 5-track stub end N scale yard to store my son's trains.

This is Phase One of my layout that is now under construction—Wilkes-Barre to Jersey City. Once construction of the main area of the layout is far enough along, Phase Two will be the construction of the Maybrook Branch from Richards. The branch will end in a 4-track yard to represent the New Haven Railroad connection.

Coming off the Maybrook branch will be the Cementon Branch. This branch will service a large Lehigh Portland Cement mill. Construction of Phase Two is about one to two years away.

Operations on the Susquehanna and Hudson River Railway.

Richards Yard is the base of all operations on the layout. Richards has an engine service facility. With the retirement of the road's steam engines, the garden tracks that came off the turntable were removed and the diesel servicing facility was built in this space. The roundhouse and turntable are still used for diesel locomotives that need repairs or their 92-day inspections.

Two trains originate daily from Richards, moving eastward tonnage to Jersey City. These trains return with tonnage from Jersey City for movement west beyond Richards. These two trains set out their inbound train from Jersey City and continue on to Wilkes-Barre moving interchange traffic to the Pennsylvania and Lehigh Valley interchanges at Buttonwood. These trains pick up the cars from the two railroads and return back to Richards with the cars to be classified.

One daily train operates from Richards to Maybrook and returns handling the New Haven Railroad tonnage for New England. Since the Maybrook Branch has not been constructed yet, the outside track of the Erie main line is used to stage the Maybrook train.

The cars moving from the East received from Jersey City and Maybrook are classified for online industries and off line connections at Buttonwood. The cars from the West off the connections are classified for online destinations, Jersey City, and Maybrook.

A daily mine run operates from Richards to Wilkes-Barre and returns. This job takes any empty coal cars on hand at Richards to the Wilbur Breaker in Wilkes-Barre. On its trip west, it picks up loads of raw coal from the load yard at Moosic.

On arrival at Wilkes-Barre, the coal run pulls empty mine run coal cars from the breaker and replaces them with the loads of coal picked up at Moosic. The outbound loads of coal are pulled from the breaker and the empty coal cars are spotted. All the coal loads pulled from the breaker are then weighed on the track scale. Any cars for the PRR and LV are switched out and delivered to these railroads at Buttonwood.

On its return trip to Richards, the Mine Run sets out the empty coal cars pulled from the Russell Breaker to the coal mine load out at Moosic.

The Wilkes-Barre Drill originates at Richards. It handles any cars for local customers at Moosic and Wilkes-Barre. At



Photo 9. A Union Pacific passenger train on the N scale trackage.



Photo 10. S&HR 660, an Alco RS-3 unit, displays the family look of the Alco road switchers on the S&HR. Bell mounted high on the front of the engine with bug-eye classification lights on each corner.

Moosic, this job switches the team track and the retail coal dealer. At Wilkes-Barre, the local industries are serviced. The City Track, Freight House, and Produce tracks are switched. Any cars pulled from these tracks for the PRR or LV are delivered to them at Buttonwood. The Drill returns to Richards with cars for movement east.

Richards also originates and terminates the local freights that service the branches that radiate out from it. These are the Schoenersville Drill, The Beer Drill to Fogelsville, Slatington Drill, and the Kutztown Drill. These jobs service the industries at these stations and return to Richards with all cars that they have pulled.

With bridge traffic and local traffic to process, Richards can be a very busy place. Freight car routing is presently being done using colored tabs that sit on the top of the freight cars.

This is the theme and the Transportation Service Plan for my railroad. At present, 90 percent of the Phase One trackage has been installed. I have four guys who stop by every Tuesday for a couple of hours—Dave Falconer, Lou Davis, Jim Taras, and Joe Finely. They are helping me to get the railroad built and operational for Sound Rail 2026 in March. Our goal has been Fogelsville by Sound Rail! The Kutztown Branch will have to wait to be built afterwards. We have enough of the railroad built to have operating sessions which take about three hours to complete.



Photo 11. Slatington is located in the hallway closet, making use of this space for an additional switching area during operating sessions.



Photo 12. Industries at Slatington are the Harmony Meat Packers, freight house, Levine & Son rag merchants, and the Rethwisch Works of Q Engineering.

Using One Hobby to Fund Another

Article and photos by Andy Doll, MMR, 3rd Division

I have been a Hallmark Christmas ornament collector since the mid 1970s and was a charter member of the Hallmark ornament club. In the mid 1990s, Hallmark stores began displaying and selling Department 56® lighted village buildings. There were several village series to choose from—*Christmas in the City*, *Dickens Village*, *Christmas in New England*, and the *North Pole* series. My first viewing of the brightly colored, whimsical, lighted buildings was magical. For someone who has never quit believing in Santa Claus, this was like winning the jackpot. Collecting the *North Pole* series was my new mission.

The *North Pole* series began in 1990 with *Santa's Workshop* being the number one building in the series, and it was retired from production three years later (Fig. 1). *Santa's Workshop* was already retired when I began collecting the *North Pole* series in the late 1990s. It was not only retired but unavailable from dealer stock. If one could be found, the sale prices ranged from \$380 to \$450. That was a little out of my price range at the time. How could one collect an entire series when the price of the first building in that series was out of sight?

eBay opened for business in 1995 and, although still in its infancy, was beginning to bring buyers and sellers out into a true marketplace where collectibles could be found and the bidding began. At its inception, eBay allowed buyers to bid on items they had been unable to find a short time earlier. Eventually, probably ten years into the life of eBay, so many items were coming to auction that prices in the collectibles market were beginning to feel the effects of increased supply and a reduced demand—thus lower prices.

The *Reindeer Barn* and the *Elf Bunkhouse* were number two and three in the series. The first letter of the names of the next five buildings: *Neenee's Dolls & Toys*, *Orly's Bell & Harness Supply*, *Rimpy's Bakery*, *Tassy's Mittens & Hassel's Woollies* spell N-O-R-T-H (Fig. 2). The letters appear in a wreath on the fronts of their respective buildings. The next four buildings: *Post Office*, *Obbie's Books & Latrinka's Candy*, and *Elfie's Sleds & Skates* spells out P-O-L-E with their letters in a wreath on the front of them (Fig. 3).

By August of 1999, I had collected 20 of the first 21 buildings in the *North Pole* series. Obviously, the only one missing was the number one, *Santa's Workshop*. On August 4th of that year, I was reading the classified page in my daily newspaper while eating my breakfast. I've now almost forgotten what newspapers and classified ads are.

Anyway, there was a For Sale ad for the first 30 *North Pole* series buildings, which, of course, included *Santa's Workshop*. The seller was a woman in Nampa, Idaho, who was closing her gift shop and was looking for a good home for her collection. My breakfast now forgotten, she had found a good home, and I was standing in her living room 45 minutes later. Her asking price was \$1500. I did try to talk her down to \$1200, but to no avail. We both finally agreed that \$1500 was a good price. That certainly shows how good my negotiating skills are. And more to the point, there was another buyer on the phone who was willing to pay the higher asking price.

Santa's Workshop and the buildings numbered 21 to 40 were added to my collection. Buildings numbered 2 through 20 were set aside for sale on eBay. By this time, all of the buildings I had planned to sell had been retired and gone up in value due to demand from new collectors who were now trying to collect the entire series. Over the next two or three months, I completed the sale and shipping of my extra 19



Fig. 1. Santa's Workshop.



Fig. 2. Neenee's Dolls & Toys, Orly's Bell & Harness Supply, Rimpy's Bakery, and Tassy's Mittens & Hassel's Woollies.



Fig. 3. Post Office, Obbie's Books & Latrinka's Candy, and Elfie's Sleds & Skates.

buildings. Talk about luck. When the smoke cleared, I discovered that I had made a couple of bucks profit and got *Santa's Workshop* for nothing.

At Christmas 1999, when I was setting up the village, I realized that there was a building missing from the series. I was surprised that I had not missed it before. How can you have a Christmas village without a model train? Most of us, when we were too young for our own trains, watched our dads play with their Lionel or American Flyer trains. Someone made those trains and I was sure it was the elves. To overcome this discrepancy, I designed and built my own *Santa's Train Works* building (Fig. 4). I don't work in porcelain, so I used wood. My main structure was a three-stall roundhouse with cathedral windows, a bell tower, and a bright red paint job.

You'll have to forgive me for the bell tower as this was four years before I joined the NMRA and began my layout. At the time, I thought the bell tower added a little class.

After Christmas, I wrote to Department 56 to tell them that I was going to help them fill the hole in their *North Pole* series. After a couple of letters back and forth with their VP of marketing, and after I had him convinced I was not looking for royalties, he asked me to send him some pictures of my building. By this time, we had agreed that if they used my building design, I would get credit for the design in the quarterly Department 56 newsletter and they would fly my wife Judy and me to Eden Prairie, Minnesota, for the release of the building and a tour of the facilities. We even had a signed contract at this point.

During the summer of 2001, Department 56 celebrated their 25th anniversary by issuing special limited edition buildings for all of the various series. One of the limited edition buildings for the *North Pole* series was *Toot's Model Train Mfg* (Fig. 5). Although this building looked nothing like my *Santa's Train Works*, this was actually half building and half locomotive. It even had a small train circling at the base of the smokestack behind the smokebox door. It was to be Department 56's model train factory. Since I could no longer claim myself to be the designer/artist, I felt at a minimum that I was the inspiration of the piece. And then two weeks before the scheduled trip to the Promised Land, the world turned upside down—September 11, 2001.

My Department 56 contact called to consider the alternatives to our plans. Needless to say, Judy and I were not feeling very comfortable about flying anywhere. He suggested that because of the uncertainties, we should cancel the trip plans. As an alternative, they would be willing to gift me several of the 25th Anniversary limited edition pieces from the past summer's celebration. Included were to be four of the *Toot's Model Train Mfg* series, which had each been signed by the artist. I told them "No way!" Are you kidding me? My momma didn't raise no dummies. I asked "Where do I pick them up?" He said "No need to pick them up. Keep a lookout on your front porch. They are on the way." A week later, I opened my front door to find three very large boxes with Dept.56 printed all over them. When I say large, I mean LARGE. I could not wrap my arms around them or pick them up. I had to slide them through the door into my living room. It was Christmas come early.

The promised four *Toot's Model Train Mfg* buildings were there as were *Sweet Rock Candy Mining*, *Design Works North Pole*, *Leggo Building Creation Station*, *Caribou Coffee Shop*, *The Egg Nog Pub*, *Jack in the Box Plant No 2*, and *Marie's Doll Museum*, all from the *North Pole* series. Also included were *The Majestic Theater*, *Department 56 Studio*, *Sterling Jewelers*; *Cathedral of St. Paul* from the *Christmas in the City* series (Fig. 6); and *Polaris Snowmobile Dealership* from the *Snow Village* series.

I decided that I would only be keeping one of the *Toot's Model Train Mfg* and the *Cathedral of St. Paul*. The latter building is probably one of the largest and most complex of all of the Department 56 pieces with its copper patina dome being the most striking feature.

I began the process of selling off all of the unwanted Department 56 pieces on eBay. This was early on in the life of eBay when the majority of items were sold by auction rather than at a listed fixed price as they are today. Speaking as a seasoned eBay member, I can definitely say that the true auction process was a lot more fun, watching the price moving up as the auction came to a close. Sometimes there was a flurry of price raises right up to the very end; especially if you were lucky enough to have attracted more than two bidders for your auction item.



Fig. 4. Santa's Train Works.



Fig. 5. Toot's Model Train Mfg.



Fig. 6. Cathedral of St. Paul.

As my buildings began to sell, I started bidding on Broadway Limited Imports (BLI) locomotives that had recently shown up on the United States market. Selling prices, or buying prices in my case, were averaging 80-90% of retail prices. When I had finished selling my Department 56 pieces and had invested the proceeds in my railroad empire, I owned a Pennsy M-1, a Pennsy J-1, a New York Central Pacific, a USRA 0-8-0, a logging locomotive, and an undecorated Mikado that I lettered for my Pennsylvania & North Western RR (Fig. 7). I also bought my Digitrax DCC system and most of the lumber for my benchwork.



Fig. 7. Here are a few of the locomotives purchased with funds from selling Department 56® North Pole series buildings on eBay.

At about the same time, I began acquiring my rolling stock. I had grown up near the Pennsy's Buffalo–Harrisburg line and trains that I watched were made up with freight cars from railroads all over the country. It was then that I decided not to repeat any road names other than the Pennsylvania Railroad on my own layout.

Dan's Trains in Ocala, Florida, was my principal supplier. Dan purchased trains from estates and resold cars on his eBay auction site. Most were sold at the highest auction bid price plus a fixed shipping and handling fee. Realizing that multiple cars could be mailed for much less than the combined shipping fees for the single items, I made a deal with Dan to set my winning bid items aside and mail them to me 10-12 at a time at reduced shipping fees. I didn't keep records of my purchases, but I would estimate that 50-60 of my cars came from Florida.

I have to admit that, for a while, eBay was my playground. I racked up a total of 378 buys and sales.

By this time, I had nothing left to sell and most of what I needed for my layout had been purchased, stockpiled, and set aside waiting to be installed.

I now had a new interest—dispatching and layout operations. I fed this interest by spending almost every Wednesday evening for the next eleven years operating on the late Bruce McCosh's layout.

Needless to say, Bruce and his sidekick, Bob Parrish, MMR, who were often referred to as "The Pros From Dover" were the spark that ignited my interest in working toward, and finally earning, my Master Model Railroader designation.



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Assembly of Athabasca Scale Models Passenger Cars

Article and photos by Dave Audley, 6th Division

In this article, I am going to discuss, in general, the assembly of the HO scale Athabasca Scale Models CPR Manor passenger cars. The assembly instructions in the kit are really generic and can be applied not only to the assembly of Athabasca kits but to those kits and sides made by other companies such as [Brass Car Sides](#) and [NKP Car Company](#). And, some historical societies have also had sides done for various cars. These same techniques are also valid for these cars. Some cars are somewhat more difficult and should be dealt with in another article.

Athabasca kits came in two slightly different versions:

1. The original kits had the sides sized to fit the Eastern Car Works core kit – consisting of a floor, two ends, a vestibule wall, a roof, trucks, and some details.
2. The newer (or second version) kits were sized to fit the new Train Station Products core kits – a more accurate and better detailed core. The core contents provided the same contents as the Eastern Car Works core. The trucks are also provided by Train Station Products and, in this case, are their 41-CUDO trucks, a much better alternative again to the Eastern Car Works version.

If you happen on Athabasca Scale Models kits in your local hobby shop or, perhaps on eBay, you can differentiate between the two versions in that version one has black & white labels, while the second version has coloured labels. Both versions make very acceptable models.

Photos 1 and 2 show some of the basic kit contents: the etched brass sides with some detail parts (Photo 1); and on the reverse side of the red card board are various lengths of plastic strip (Photo 2).

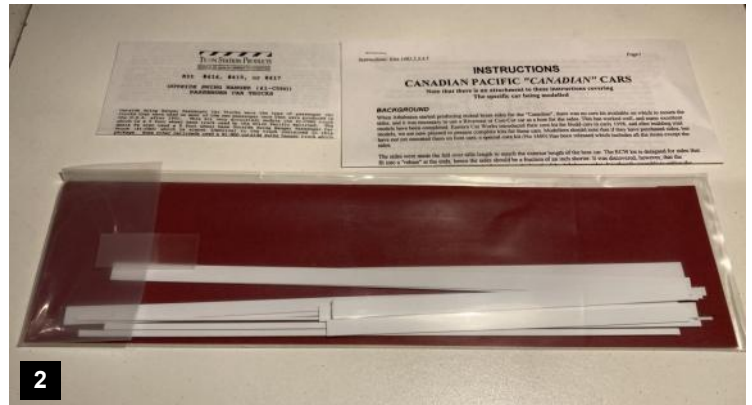


Photo 3 shows the Eastern Car Works core kit. Note the battery box covers.

The first step in assembly is to remove the sides and details from the brass fret. I use Utica Swiss plastic fret nippers for this job. The brass is soft enough that the nippers aren't harmed. Next you need to clean the sides of oil, finger prints, and oxides. I sand the back or inside of each side to remove the oxide. The sanding also gives a little tooth so that the glue holding the plastic strips has a good grip. Follow the kit instructions in applying those plastic strips. Photo 4 shows the strips applied. I glue the strips using a thick ACC.



From the plastic core kit (either version), assemble the ends to the roof. The roofs in both core kit versions have small nubs on the ends that need to be removed so the ends fit tightly. You can now add the sides (after the strips are applied) to the roof/end assembly. This gives you the basic car body. Photo 4 shows one side glued to the roof and ends. The other side is ready to be glued in place.

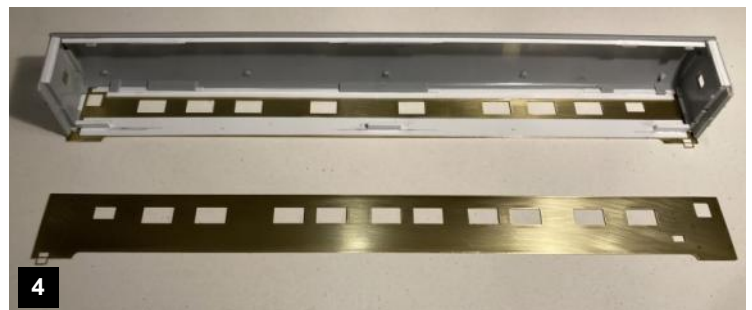


Photo 5 shows the drilling jigs made by ASM. I use these to mark and drill the ends and roofs for grab irons. These jigs may still be available in hobby shops. The sides have pre-etched holes for the side grab irons. I use 0.012 stainless steel wire to form the various grab irons. The holes in the brass sides are spaced for correctly matching Detail Associates grab irons.

Photos 6 and 7 show floor modifications to the Eastern Car Works kit floor. The center beam isn't deep enough, so I add two strips of plastic to the beam (Photo 6). Not shown is the removal of the coupler pockets. That makes adding Kadee couplers, in their own draft gear, easier. The top of the floor has a stiffening rib which makes detailing the interior difficult. I add styrene matching the thickness of the rib to make the floor flat.

Photo 7 shows one half of the top of the floor leveled. The Train Station Products floor is flat on top but needs to have the underside channel added, too, in the same way the Eastern Car works floor is done.

At this point, you might consider adding carpet. There are commercial options available. I've included a sample at the end of this article.

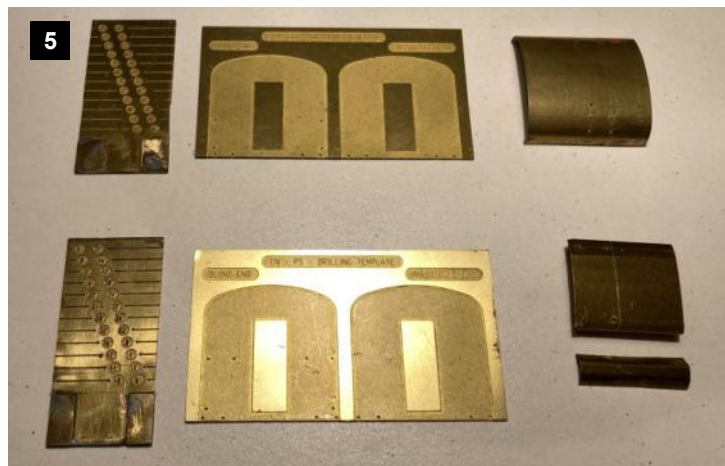


Photo 8 shows two examples of detailed floors. One floor has the styrene added to flatten the floor. The other floor shows the underbody detailing. Underbody parts are available from Train Station Products, Precision Scale, Bowser, and others. It will take some searching to gather up all the needed parts. These add a lot to the finished build. Take the time to find these parts.

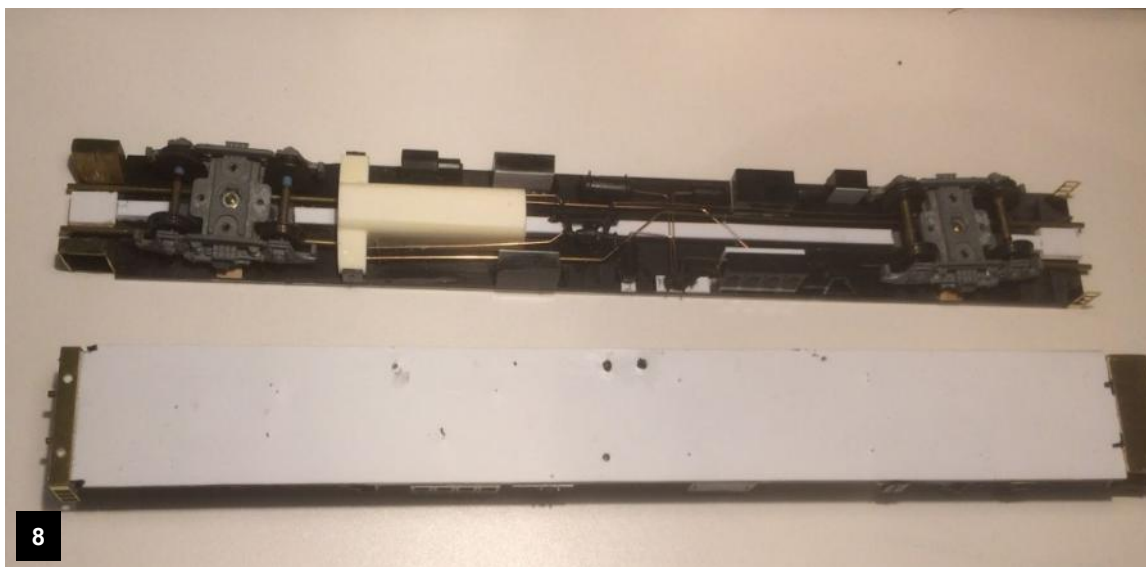


Photo 9 shows roof details on several different cars. The Athabasca instructions have a printed-on paper vent cover. Later on, the company did etched brass vent covers and those show up in the photo. The grab irons are Detail associate Parts. You do have to hunt for these as the company isn't in production any more.



The last photo—Photo 10—shows the finished car. This one is painted for VIA Rail. I built six cars and painted three in the as-delivered Canadian Pacific tuscan, two in the CP Rail red, and the VIA car.



So that's my assembly story for the Manor cars. My next build will be Chateau cars, as I have only one of those. And both the Skyline and Park cars? The Walthers Skyline car is based on the CPR Budd Skyline car, so I can just purchase those. And I have built seven Park cars. Those may be detailed in a future article!

NOTE: See the attached sample of carpeting on the next page.



PullmanCarpet-3B
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granted.

MTB Family of Compact Switch Motors

Article and photos by Bill Fassett, MMR, 5th Division
MTB photos courtesy of Seth Neumann

MTB is a producer of model railway products and was founded in 2010 in Prague, Czech Republic. Rolling stock produced by the firm includes models representing trains in Poland, Slovakia, and the Czech Republic. In the United States, it is primarily recognized for its line of compact switch motors. [Model Railroad Control Systems](#) (MRCS), operated by NMRA member Seth Neumann in the Bay Area, is the US Distributor.

I recently demonstrated the line of MTB switch motors at a mini-clinic for the PNR Convention in Pasco, and decided to summarize that clinic for *The Switchlist*. (Note: MRCS supplied the units I demonstrated at the convention and was listed as a convention donor.)

Basic Model – MP1

The original, basic motor is the MP1 (now in Version 2). It is compact, with a footprint of 42 x 42 x 17 mm, or 1.63" x 1.7" x 0.67". Three contacts are used to power the motor and three contacts are used to control or power auxiliary devices (Fig. 1).

The basic mechanism is a servo that drives a rotating gear with a pin that moves a slider plate. The gear shaft triggers limit switches after 180° of travel, and the unit does not draw power between movements (Fig. 2). On the MP1, the pin may be moved to adjust travel to 3 mm, 6 mm, or 9 mm (Fig. 3). Other models include a 12 mm adjustment. For my PECO turnouts, 3 mm or 6 mm usually suffices.



Fig. 1. MP1 v2 switch motor.



Fig. 2. Inside view of the MP1.



Fig. 3. Here's a view of the gear-driven pin that moves a slider plate which transfers motion to the actuator rod.

The connector on the MP1 is fixed, and wires are attached directly to the connector. Other models, such as the MP4 (Fig. 4), have a removable connector, making it easier to replace units.

Major Types

DC/AC vs DCC control of the motor

Two series of motors are available: the MP series, which are controlled by 9-12VDC or 12-15 VAC power; and the DP series, which are controlled and powered by DCC inputs (except the DP16 is dual control). DP models have an internal DCC decoder. A DP1 equivalent to the MP1 is available, but is not discussed further below.

SPDT vs DPDT

The MP1 has a SPDT output connector, which can be used as a position indicator or to power a frog. Other models have a DPDT output connector, to allow powering both LEDs and a frog.

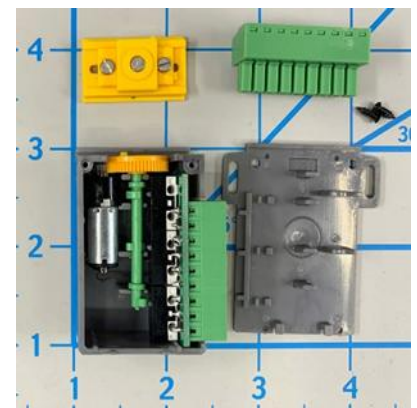


Fig. 4. MP4 showing removable connector.

MP4 and DP4

The first step up from the MP1 is the MP4 (Fig. 5) and its DCC counterpart, the DP4 (Fig. 6). Both have a slightly larger footprint (2.1" x 2.5" x 0.8" or 52 x 56 x 20 mm) than the MP1. As noted, they have a DPDT connector for auxiliary control.

MP10 and DP10 – Tortoise™ replacements



Fig. 5. MP4 model.

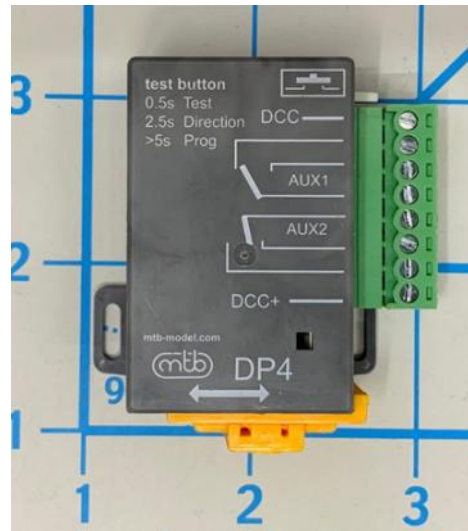


Fig. 6. Here's the DP4. It is an MP4 with an internal DCC accessory decoder.

The MP10 and DP10 have the same functionality as the MP4 and DP4, but have the same mechanical footprint as a Tortoise™ switch motor, with a much lower height (20 mm, or 3/4", as opposed to 83 mm, or 3-1/4").

DP16 – Dual Control

The DP16 (Fig. 7) has the same footprint as the MP4 or DP4, but can be controlled by DCC input or manual DC input. This model is ideal for modular layouts so that manual controls on the fascia can coexist with DCC control.

Cost

The prices listed below are from the MRCS website as of August 30, 2025. Prices may vary due to alterations in US tariffs.

Model	Single Unit	Multi-pack
MP-1	\$15.99	\$719.99 (50)
DP1	\$19.99	N/A
MP4	\$18.49	\$502.99 (30)
DP4	\$24.99	\$675.49 (30)
MP10	\$18.99	\$435.99 (26)
DP10	\$24.99	\$583.49 (26)
DP16	\$26.99	N/A



Fig. 7. The DP 16 is designed to provide dual control by DCC and local control via push button or toggle switch.

My experience with the MP1

I've used MP1s on my home layout and, due to lack of planning, needed to install some after the track was laid.

With PECO turnouts, I connect using the switch rod and .039" music wire (K&S #5497) from the motor to the rod. For my PECO HO turnouts, I do not remove the spring and I set the travel to 3 mm (Fig. 8).

When I can't place the motor under the turnout, I surface mount the motor using 0.015" music wire (K&S #5498) run through a 1/16" aluminum tube (K&S #8100). Because of flexing of the music wire at the turnout connection, I typically need to set the travel distance to 6 mm instead of the usual 3 mm (Fig.9).

I use CAT 5 cable for my wiring. The brown pair is not used, with the orange pair for 12 VDC ground to POS-1 and POS-2. The green pair is used for the AUX outputs and the blue pair for 12 VDC+ (Fig. 10).

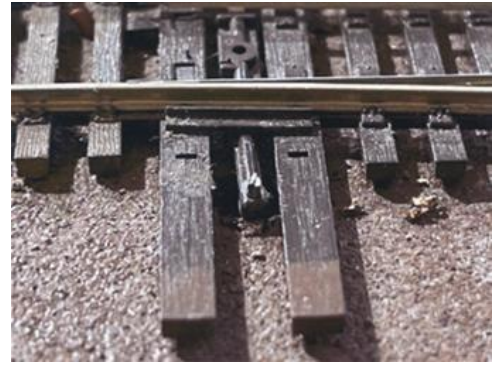


Fig. 8. Music wire connects the end of a PECO turnout switch rod to the MP1 switch motor.

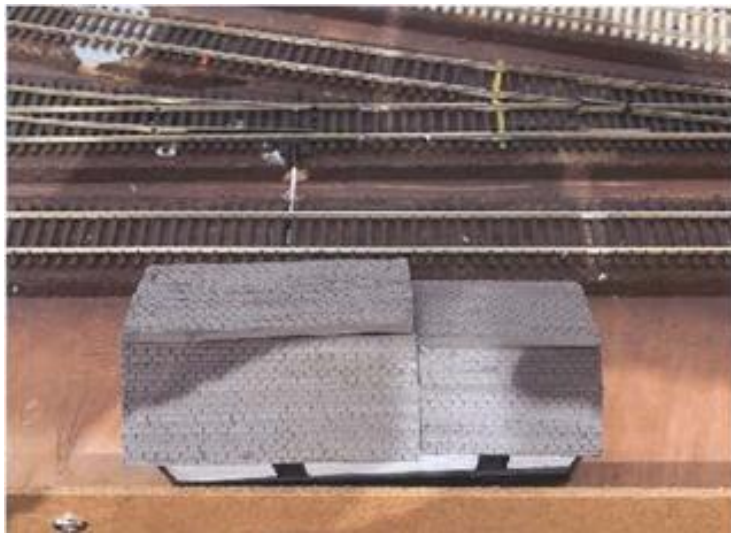


Fig. 9. Left: Surface mounted MP1 using an aluminum tube to route the music wire actuator rod. Right: The MP1 is small enough to be hidden within a building on my layout.

If only a single control point for a turnout is needed, I use a SPDT On-Off-On toggle. To control from multiple panels, use a SPDT MomON-Off-MomON toggle; it takes about 2-3 seconds for the switch to move. The SPDT switches control the motor, the MP1 controls power to LEDs my LED position indicators.

I've had a couple of motors stop working. Both were replaced by MRCS on request. For my moderately-sized layout, the MTB motors have proven to be an effective and affordable option, particularly given my need to do surface mounting in a number of locations.

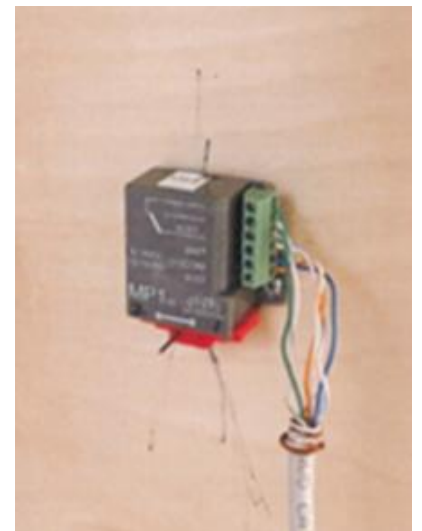


Fig. 10. Wiring an MP1 using CAT 5 cable.

CPR Sicamous Station/Hotel in HO Scale

By Malcolm Anderson, 6th Division
Photos by the author except where noted

Background/History

I have always been impressed with this structure in the various times I have come across photos of it. The Canadian Pacific Railway (CPR) had numerous medium and very large hotels, but this one was unique among them. The most striking feature is its unusual location—perched on a stone foundation on the rocky beach of Shuswap Lake in eastern British Columbia (Figs. 1 and 2).



Fig. 1. View facing east of the CPR's Sicamous Hotel and depot, c. 1920. Photo from Canadian Pacific Archives. Downloaded from the [Shuswap Passion](#) website



Fig. 2. Sicamous train station/hotel, c. 1920. Photo from Wikipedia.

would later become part of the Trans-Canada Highway. The station was bracketed by various small structures and a coal tower to the west and a turntable, water tank, and two-stall engine house to the east.

The Sicamous Hotel was necessary for passenger layover for connections to Vernon and beyond to the south. Surviving for about half a century, it was frequently renovated during those decades. Starting out as a 1-1/2 story building with fancy turrets and bay windows, it was soon enlarged by removing the roof, adding another full story and a half with large long dormers. The stone foundation contained a full basement with entertainment facilities on the west end and utilities on the east end.

Why and How to Model the Hotel

So why build it? As a modeler since I was a young adult, I have always been attracted to unusual subjects to recreate in miniature. I have been involved with the NMRA Achievement Program (AP) and have earned three certificates so far (Structures, Scenery, and Electrical). One of the certificates I'm pursuing is for Prototype Models. The requirements call for a complete scene copying a prototype scene. The double track running the length of the station scene is perfect for a Free-mo module. So, two birds with one stone. Perfect! Our club has a large Free-mo layout that we take to a number of shows.

So where to start. My original plan was to make a 5-foot x 28-inch Free-mo module, with the double-track main line straight down the centre for the length of the module. There would be enough room for the hotel and a strip of the beach front on one side and room for the hillside on the other. This worked out well as the modules would have to be viewable from both sides. With a 42-inch track level, the slope with trees would be about 10 inches high. Later research revealed that the building model would be nearly 2 feet long and the platform would be over 6 feet long. So a 5-foot module would not work. Since I needed to include the other structures in the photo, more length was needed. Two 5-foot modules is too much, so I settled on one 5-foot and one 4-foot module.

Researching the Prototype

Research started with Google, which afforded a number of lakeside photos but very few trackside (Figs. 1-4).

A link to the [Sicamous & District Museum & Historical Society](#) came up and low and behold! Voila! Photos and drawings! So I contacted the very nice folks at the museum for what other info was available. For a modest price, which included a year's membership, I was emailed a file with all four elevation drawings and details. An example is shown in Fig. 5. All the drawings fit on one 8.5 x 11-inch sheet of paper—each the size of a postage stamp. No dimensions at all. So the first road block. What next?

So there have been many articles on how to create scale drawings from photos or thumbnail sketches. Taking known dimensions such as typical door sizes and an average of 6 feet for a figure height, photos were studied for hours to work out the dimensions of the overall building (e.g., if a door is 3 feet wide, use that as a unit of measurement. So if a wall is 10 doors wide, that puts the wall at 30 feet wide. If the door is 7 feet high and the wall is a door and a half high, then the wall is 10⁷-6" high. If the photo you're working with is not perfectly straight on, distortion can creep in and put the dimensions off. So multiple photos from different angles can help narrow down the final dimensions.

From Research to Plans

So next was to take the thumbnail drawings and resize up to HO scale. I printed the east end elevation drawing multiple times slightly changing the scale percentage up and down until the drawings matched the photos. So in the end, I took the postage stamp size drawing and blew it up to fill a 8.5 x 11-inch sheet. I did this using the digital file to re-size the drawings. If I had scanned the drawings and then tried to enlarge that, the lines of the drawings would also enlarge and be unusable. So that gave me the east and west walls to work with. But how to get the lakeside and track-side views that would be about 24 inches long? Multiple prints taped together would be messy, so I took the file to a local printer that could scale up the file drawings to full size on one sheet for each view. A few days later and about \$45, I had the scale drawings to work with. I then mounted them to foam core sheets for ease of use and durability.

Just when I thought I was off to the races, another road block. The details in the drawings did not match the photos in a number of areas. Windows didn't match, doors were different and the stucco woodwork also had a different layout. So it turned out that, after all that work, the drawings were just a working idea and not the final used in actual construction. Disaster! So I put the whole thing down for a few weeks and sulked, you know, as you do in these situations.

With a fresh look and overcoming analysis paralysis, I decided to go with the overall dimensions and fill in the details with photo study. As I went along, more photos appeared in a number of books and added some clarity and also muddled the waters as well. It became clear that



Fig. 3. Lakeside view of the Sicamous Hotel. CPR collection at Sicamous & District Museum & Historical Society



Fig. 4. Looking west on the station platform. CPR collection at Sicamous & District Museum & Historical Society

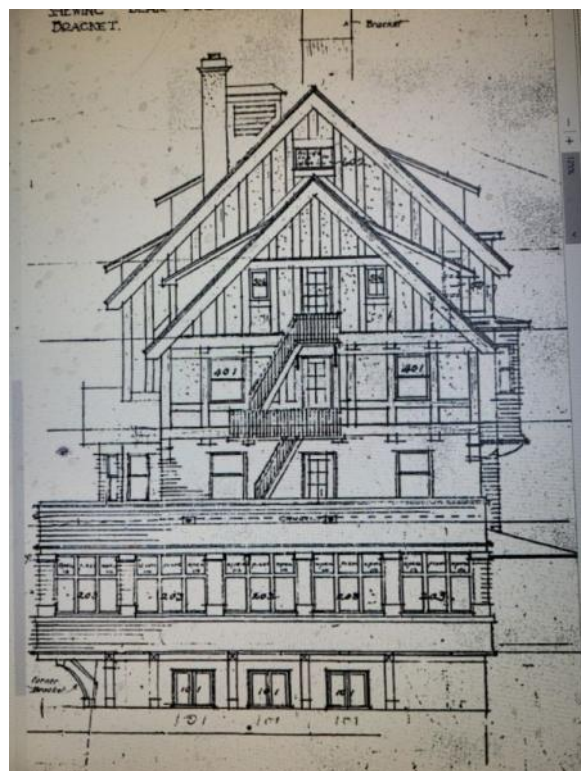


Fig. 5. Here is a sample of the prototype drawings; this one is the west elevation. CPR drawing from the Sicamous & District Museum & Historical Society

the station went through a number of alterations and additions through the decades. In the end, I settled on the mid-1920s and went forth from there.

Gathering Materials for the Model

I start every project by collecting all the materials and parts needed. I have a few stalled projects sitting in boxes gathering dust because of missing parts. Not this time! The biggest need was windows and doors. No one makes the exact windows needed. Monashee Laser Engineering makes great doors but not windows I could use. I have a large selection of windows from various makes and I found most of what I needed. Since exact windows aren't available, a compromise was made. The bulk of the windows I used are from the Keystone Models sawmill kit. Others are from Tichy Train Group, Grandt Line (now part of San Juan Details), and the famous "Who Knows" brand. I spent an evening removing mullions from 35 metal castings and a bunch more plastic castings! The long, large windows along the east, west, and lakeside walls had to be scratch-built using Evergreen strip styrene (Figs. 6 and 7). Where's that 3D printer when you need one!

Next biggest need was shingles, lots and lots and lots of them! The first floors of the building are covered in shingles (Fig. 8) and then the roof. Oh the roof! A big order to Monashee Laser Engineering took care of that.

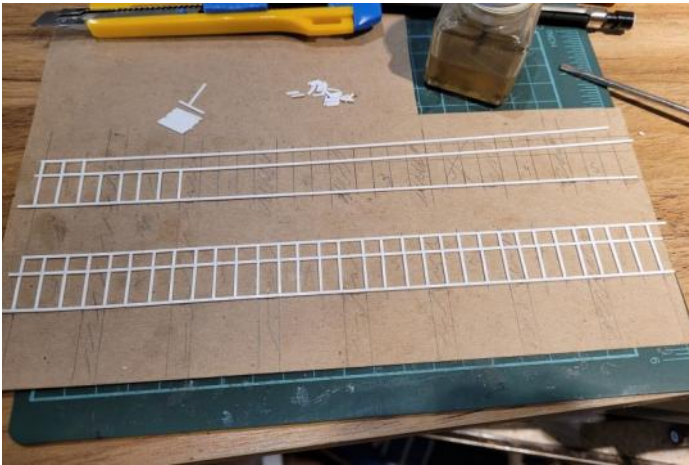


Fig. 6. Production line construction of the many windows on the hotel.

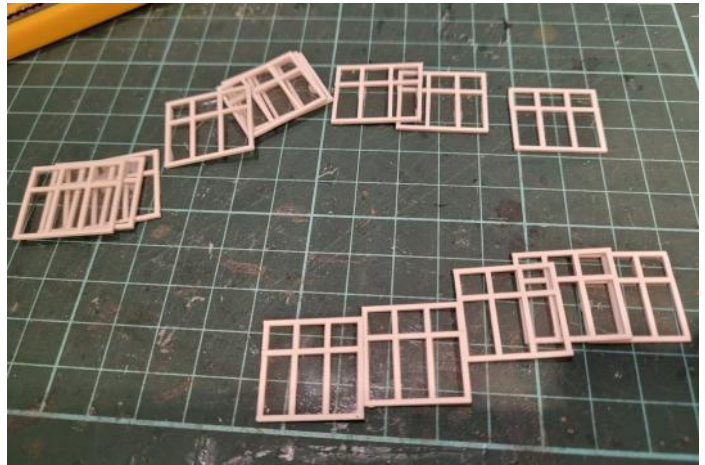


Fig. 7. The windows are coming together nicely.

Finally, stucco! How to do HO stucco? The answer came from a good supply of 180-grit white sandpaper. I used wood glue to adhere the paper to foam core board (more on that below). Perfect! But how about all the woodwork on the stucco. Way too much stripwood at great expense would be needed. So I decided on card stock. More on that later.

Construction

On to construction. I decided to have a minimum of interior details; only details visible through the lakeside large windows would be needed.

Substructure. For a substructure, I turned to foam core board in black—black paper and black foam core (Figs. 8-10). Foam core will warp with glues and paints applied to one side. To mitigate this effect, after applying the shingles or sandpaper stucco, I sprayed water on the back side and then laid out the sides on the countertop with a board on top weighing down the sides while they dried overnight. Still, lots of bracing with wood and more foam core was needed. Figure 9 shows how I braced the hotel walls with full floors so all sides would be braced and the whole structure would be held square.

One of the downsides of working with black material is marking out the cut lines. I tried using gel and paint pens with poor results. In the end, I used coloured drawing pencils. That worked well. You must always use the sharpest of knives to cut the board. I used LePage® yellow 10-minute, fast-dry glue to put all the sections together. I used sewing pins to re-enforce stress points.



Fig. 8. Here the shingles are being attached to the black foam core walls I used for the building's substructure.



Fig. 9. This lakeside view of the building in progress shows the black foam core board used for the building's substructure.



Fig. 10. Here's another in-progress photo showing the trackside. Note the sandpaper "stucco" siding, cardstock wood trim (see discussion below), and the thousands of miles of shingles.

Detailing and Finishing

This model was too big to detail and finish as a whole. What I did was to build and detail each wall flat on the workbench with final details to be applied after assembly. The stucco corners were covered with corner paper "woodwork." The shingles were a challenge at the corners and extra glue was needed to supplement the self-adhesive on the shingles from Monashee. Painting the shingles was also a challenge as the paper used didn't take water-based paint well. I use Rust-Oleum spray rattle cans a lot. For this model, I used flat black for the roof, flat red primer for trim, white primer for the windows, and nutmeg for the wall shingles. A lot of the windows had minimal frames, so cutting the window openings into the shingled wall sections took time. Cutting through the sandpaper dulled blades quickly! I painted and glazed all the windows before installing them.

The next big challenge was attaching woodwork to the stucco walls. It had to be thin and tightly applied to the sandpaper. If I could find stripwood thin enough, the cost would be prohibitive. So, I decided to use cardstock. On a large sheet of cardstock from a Dollarama store, I drew out all the frames to fit the walls and windows I used (Fig. 11). With a sharp No. 11 blade, I cut out the pattern, spray painted them, and glued them to the sandpaper after the windows were cut into the walls Fig. 12). For other areas, I cut long strips of cardstock, painted them, and then cut and applied individual "boards" as needed.



Fig. 11. Drawing out the cardstock woodwork which will be glued to the "stucco" walls.

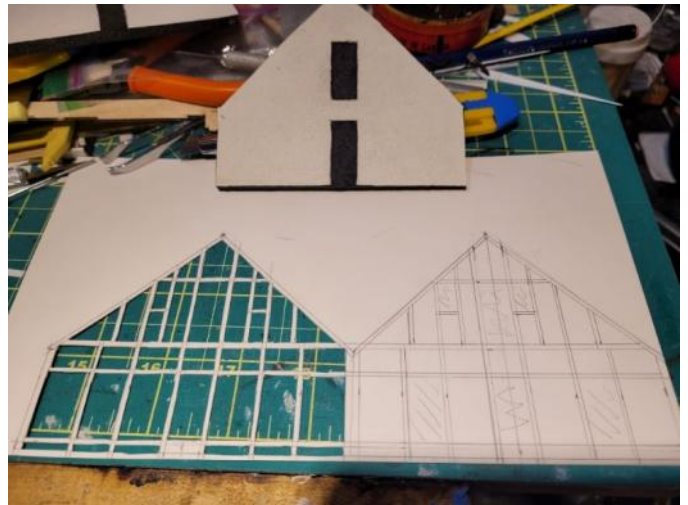


Fig. 12. Cutting out the woodwork.

The trackside ground floor was interesting in that no photos I have found show it other than bits of each end. So I had to go with the drawings as given.

Fire escapes are a prominent feature of the hotel. Hard to find, I used etched brass parts from an old Sheepscoot Scale Products kit—enough for only one end. So, for the other end, I used a much modified Tichy Train Group plastic fire escape kit (Figs. 10 and 15). The front fire escape was scary both to model and to use in real life. Choose to burn in a fire or climb down a narrow flimsy two-story ladder to the platform canopy. Yikes!

The flower pots on each deck were made from stripwood and floral elements from a Michaels craft store (Fig. 13).

The station platform is a model in and of itself. Very simple, but just really long! It's as long as I am tall! It put me in mind of my last trestle bridge I built. On three lengths of 1/8" stripwood for the frame, I used 1/8-inch cherry wood veneer strips from Lee Valley Tools for the surface. I left it natural and I think it looks great (Fig. 14). The finished platform model is 2.5 inches wide by 5.5 feet long!

The last big challenge was the stone foundation (Fig. 14, 15, and 16). But that is a story for another article!

Conclusion

This is the largest building I have made and it was a year's effort to complete from first look to installation on the module (Figs. 15 and 16). Next came all the other small- and medium-sized structures that lined the roadbed and platform. I hope to be able to meet the requirements for the AP Prototype Models certificate, which will advance me towards my MMR goal.



Fig. 13. This photo shows the scratchbuilt restaurant windows and awnings and one of the fire escapes. I handmade the flower pots from wood and the flowers are from Michaels craft store.



Fig. 14. Here is the foundation and station platform.



Fig. 15. A lakeside view of the west wall of the finished model.



Fig. 16. Another view of the finished hotel on the scenicked Free-mo module.



NMRA Model Railroad Directory

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!

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.

18ten designs	Ipswich Hobbies	R & J Details
Bespoke Rail	ITLA Scale Models	R. Duck Woodkits, LLC and R. Duck Locomotive Works
CatzPaw Innovations	K.I.S.S. Method Inc	RailroadKits & Microlumina
CB Train Junction	Klawndyke	Ram Track
Clever Models LLC	LaBelle Woodworking Co.	RR-CirKits, Inc
CMR Products LLC	LARC Products	Scale Model Plans
Coastmans Scenic Products	Leavin' A Mark Engraving	Scale Railroad Models
Composite Designs, Inc	Lineside Details	Scenery Solutions
Conowingo Models	Logic Rail Technologies	Showcase Miniatures
Cowcatcher Magazine	MAC Rail	T-TRAK by Denniston
Dark Sky Modules LLC	Marker Tree Creations	Team Track Models
Daylight Sales	Micro-Mark	The Model Railroad Benchwork Store
Deepwoods Software	Mid-South Hobbies	The N Scale Architect
Deluxe Materials	Mine Mount Models, LLC	The Old Depot Gallery
Diorama Hobbies	Miniprints	Third & Townsend Models
DVL Design LLC	Mississippi Agriculture & Forestry Museum	Tichy Train Group
Dwarvin Enterprises, Ltd.	Model Train Catalogue	Touch of the Brush Model Weathering
East Coast Circuits	Modelers Decals & Paint	Train Installations, LLC
East Plains Weathering Co.	Motrak Models	Train Show, Inc
Enterprise & National Car Rentals	MRC (Model Rectifier Corporation)	Trainmasters TV / Model Railroad Hobbyist Store
Evan Designs	MrTrain.com	Trainz
EZTronic	Mudd Creek Models	TSG Multimedia
Feight Studios	New Creations Victorian Railroad Buildings	UGEARS
Fusion Scale Graphics	Nick and Nora Designs	USA Airbrush Supply / Badger Airbrush
Gatorfoam	Northlandz	Wallace Locomotive Works
Golden Spike Hobbies	N Scale Works by Mike Holly	White Rose Hobbies, LLC
Great Decals!	Old Depot Gallery	WiFi Model Railroad LLC (AKA LocoFi)
Green Frog Productions	Old West Scenery	Yelton Models
Highways and Byways Model Railroad Graphics	Precision Model Railroad	
Hot Wire Foam Factory		



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!

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, MMR, PNR President

What a great time to be a member of NMRA!

In case you missed it: The NMRA just announced *Vision 2035*, a comprehensive plan designed to solidify the NMRA as the premier global association dedicated to growth and engagement of the scale model rail community. I recommend that you read NMRA President Gordy Robinson's message in the November issue of *NMRA Magazine*.

At the heart of the plan is a clear mission statement to "be the premier association dedicated to the growth and engagement of the scale model rail community world-wide through education, standards, advocacy, and fellowship."

President Gordy reports that the acronym *SAFE* describes the essential pillars that will support all of our efforts going forward:

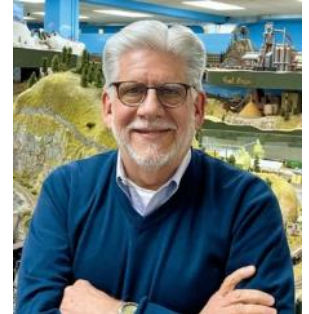
Standards: maintaining and innovating the technical specifications that allow interoperability and quality across the hobby

Advocacy: representing the interests of model railroaders to the wider community and industry

Fellowship: fostering a welcoming environment for enthusiasts to connect, share, and grow

Education: providing resources and instruction to help members master their craft.

As PNR President, I am particularly glad to hear that the NMRA board has committed to set objectives (and accountability) that focus on strengthening NMRA's core and expand its reach by driving membership growth, increasing member engagement, accentuate influence and leadership in the industry, and ensure future success and sustainability of the organization. You can be assured that the PNR Board of Directors is "all in" and enthusiastic about *Vision 2035*!



From the Fireman's Side of the Cab

Bob Stafford, Vice President

Membership for the PNR has been declining this year. At the end of September, the PNR membership had decreased by 20 members. This is being driven by Rail Pass members not upgrading to a full NMRA membership and some members not renewing.

This is the season for model railroad swap meets. Is your division setting up a booth at these meets to recruit new members? A setup tip for booths, if the vendor will allow it, is to push the table back to allow the division representative to stand in front of the booth to interact with passing attendees. Have a handout in your hand or very close to grab to pass on to those you are interacting with. It is very important to capture the personal contact information of anyone who expresses interest in the NMRA. Having a laptop or tablet on hand and logged into the NMRA website to sign up members on the spot is an important recruiting tool. The vast majority of people who stop, look, talk, or take the handout will never follow through to membership. If they are truly interested, get them signed up as a member before they leave the booth. Having a second person helping at the booth will make this step go a lot easier.



Treasurer's Report

Dave Liesse, Treasurer

Editor's Note: PNR Treasurer Rick Martin has decided to resign. And, we received word this past week that Dave Liesse has volunteered to serve as the Region's Treasurer. Dave is just getting settled into his new job, so there's no report available for this quarter.

Office Manager's Report

James Keena, Office Manager

This report to the members of the Pacific Northwest Region, NMRA, covers the months of October 2024 through October 2025. As you can see in Table 1, the Pacific Northwest Region, which consists of seven (7) Divisions, currently has a total of 1,379 members, of which 13 are Rail Pass members. Unfortunately, we had a loss of 11 members due to death. These members are listed in the *In Memorium* section of the newsletter.

Table 2 shows that we brought in 123 new members over this same period, of which 19 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-24		Nov-24		Dec-24		Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		Aug-25		Sep-25		Oct-25		Net +/- over year Jul-Jul		
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP			
1	75	2	76	2	72	2	76	2	75	2	72	1	72	1	72	1	74	1	74	1	75	1	74	1	74	1	72	1	-3
2	104	0	108	0	110	0	108	0	110	1	112	1	116	1	110	1	109	1	109	1	108	1	108	1	108	1	108	1	4
3	82	3	81	2	78	2	80	2	79	1	79	1	79	2	91	2	90	2	89	2	90	2	89	1	92	1	92	1	10
4	447	4	434	3	433	4	432	4	429	4	432	4	427	5	427	4	426	2	426	3	428	4	429	4	422	4	422	4	-25
5	198	3	197	4	197	4	196	3	195	3	198	3	208	6	207	7	199	7	192	7	194	6	197	6	209	5	209	5	11
6	242	0	245	0	243	0	240	0	241	0	241	0	234	0	231	1	228	1	227	1	225	1	225	1	229	1	229	1	-13
7	269	2	267	0	265	0	250	0	261	0	250	0	258	0	221	0	252	0	251	0	249	0	247	0	247	0	247	0	-22
Tot	1417	14	1408	11	1398	12	1382	11	1390	11	1384	10	1394	15	1359	16	1378	14	1368	15	1369	15	1369	14	1379	13	1379	13	-38

Table 2. New members showing Rail Pass portion by Division

Div	Oct-24		Nov-24		Dec-24		Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		Aug-25		Sep-25		Oct-25		Total			
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP		
1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	6	1
2	0	0	1	0	0	0	0	0	3	1	1	0	3	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	11	1
3	1	1	0	0	0	0	1	0	1	0	1	1	1	0	11	0	0	0	1	1	0	0	1	0	1	0	1	0	19	3
4	1	0	1	0	2	1	5	1	3	0	6	2	1	0	3	0	2	0	2	1	3	0	4	1	1	1	1	1	34	7
5	1	0	1	1	3	1	1	0	1	0	5	2	5	1	0	0	0	0	1	0	1	1	1	0	0	0	0	20	6	
6	1	0	3	0	1	0	1	0	3	0	2	0	1	0	2	1	0	0	1	0	0	0	5	0	4	0	4	0	24	1
7	1	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	9	1	
Tot	5	1	10	1	6	2	9	2	12	1	17	5	11	1	17	1	4	0	5	2	8	1	12	1	7	1	123	19		

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

Div	Oct-24		Nov-24		Dec-24		Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		Aug-25		Sep-25		Oct-25			
	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	5	0	1	0	6	0	1	0	0	0	2	0	1	0	3	0	1	0	2	0	1	0	1	0	1	0	2	0
2	4	0	1	0	0	0	2	0	1	0	1	0	0	0	4	0	0	0	0	0	4	0	3	0	0	0	0	0
3	0	0	1	0	3	0	1	0	2	0	3	0	1	0	1	0	2	0	1	0	1	0	1	0	0	0	0	0
4	4	0	14	0	3	0	10	0	8	0	12	0	4	0	7	1	4	1	5	0	4	0	4	0	6	1	6	1
5	2	0	4	0	4	1	5	0	3	0	3	0	1	0	2	0	9	0	7	0	3	1	2	1	2	0	2	0
6	1	0	0	0	4	0	4	0	2	0	5	0	7	0	5	0	5	0	2	0	3	0	6	0	6	0	2	0
7	7	0	5	2	2	0	14	0	5	0	5	0	3	0	9	0	2	0	1	0	4	0	3	0	4	0	4	0
Tot	23	0	26	2	22	1	37	0	21	0	31	0	17	0	31	1	23	1	18	0	20	1	20	1	16	1	16	1

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

Div	Oct-24		Nov-24		Dec-24		Jan-25		Feb-25		Mar-25		Apr-25		May-25		Jun-25		Jul-25		Aug-25		Sep-25		Oct-25			
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP		
1	0	0	4	0	1	0	5	0	0	0	0	0	2	0	0	0	2	0	1	0	1	0	1	0	1	0	1	0
2	3	0	2	0	0	0	0	0	2	0	1	0	1	0	0	0	5	0	0	0	0	0	2	0	2	0	3	0
3	1	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0	0	0	1	0	2	1	1	0	1	0	1	0
4	8	0	3	0	13	0	3	0	8	0	5	0	12	0	3	0	6	0	2	1	5	0	3	0	4	0	4	0
5	1	0	2	0	3	0	4	1	5	0	2	0	2	0	0	0	2	0	8	0	6	0	5	0	1	1	1	1
6	9	0	1	0	0	0	2	0	4	0	2	0	5	0	6	0	6	0	5	0	2	0	3	0	6	0	6	0
7	0	0	7	0	5	2	2	0	2	0	4	0	5	0	2	0	5	0	2	0	1	0	2	0	1	0	1	0
Tot	22	1	19	0	23	2	18	1	22	0	15	0	29	0	12	0	26	0	19	1	17	1	17	0	17	0	17	1

Achievement Program Report

Bill Fassett, MMR, AP Manager

Congratulations to our newest MMR® -- Russell Kerr, MMR #811

Russell Kerr achieved his Master Model Railroader® designation in late October, having completed Achievement Program Certificates in Association Volunteer, Chief Dispatcher, Model Railroad Engineer – Civil, Model Railroad Engineer – Electrical, Master Builder – Structures, Master Builder – Cars, and Master Builder – Motive Power. Russell lives in Milton, Washington, in the 4th Division, and models in multiple scales, including N, HO, and On30. He is another MMR who earned some of his Association Volunteer credits by participating in the PNR Public Service Committee, working to maintain the layout at the Washington State History Museum in Tacoma.

REMINDER – Revised Achievement Program Forms

All the major forms for the Achievement Program were revised in 2025, including the Golden Spike Application. Many statements of qualifications (SOQ) forms have revised requirements as well. Please go to the [NMRA AP webpage](#) and download the new forms for any awards that you are interested in. There are fillable pdf versions of each form.

Awards Earned Since the Last *Switchlist*. [division numbers in brackets]

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

Magnus Christerson [4]
Louis Davis [4]
David Enger [4]
Charles Lee [4]

Merit Awards – The following members have earned Merit Awards:

Kurt Boyd [4] – Structures
William Case [5] – Motive Power
Bert Cripe [4] – Structures
Oliver Drake [4] – Structures
Jerry Enders [4] – Structures
David Falconer [4] – Structures
Al Jones [4] - Structures
Russell Kerr [4] – Cars, Motive Power
Kurt Laidlaw [4] – Structures
Charles Lee [4] – Civil (3)
Ken Levine [4] – Structures
Bob Parrish MMR [3] – Structures
James Rhodes [4] – Cars (5)
Dennis Terpstra [4] – Structures
John Vrolson [5] – Structures
John Walter [7] – Structures (6)
Leigh Wilson [4] – Structures

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

Rich Blake [4]—Association Volunteer
Lee Calkins [5]—Chief Dispatcher
Brian Drake [4]—Association Volunteer
Oliver Drake [4]—Association Volunteer
Jim Elder [4]—Association Volunteer
René Gourley [7]—Association Volunteer, Master Builder – Cars
Edwin Ives [4]—Association Volunteer
Russell Kerr [4]—Master Builder – Cars, Master Builder – Motive Power, Master Model Railroader®
Kevin Klettke [4]—Association Volunteer

Charles Lee [4]—Model Railroad Engineer – Civil, Model Railroad Engineer – Electrical, Master Builder – Scenery, Master Builder – Structures

John Martin [7]—Association Volunteer, Association Official

Michael Slease [4]—Association Volunteer

Mike Stepner [4]—Model Railroad Engineer – Civil, Model Railroad Engineer – Electrical

John Walter [7]—Master Builder- Structures

THE PNR AP TEAM CONGRATULATES THESE MODELERS!

SELECTED PHOTOS

For your enjoyment, here's **Russell Kerr's** scratch-built On30 locomotive and one of **Malcolm Anderson's** scratch-built structures. (Photos by Russell Kerr and Malcolm Anderson)



Division Reports

1st Division

Vacant, Superintendent

Nothing to report this quarter.

2nd Division

Jeff Shultz, Superintendent

2nd Division held meets in September and October at the Wilsonville Public Library's Oak Room, followed by going over to the nearby Black Bear Inn for dinner. We had a pretty good attendance at both meets, and the people who went to the Black Bear afterwards indicated they thought it was a great idea. Geoff Bunza presented an excellent clinic on Scale Signs from Prototype Photos in October that we'll probably be seeing again at [OregonRails 2026](#) and in Tacoma in 2027. A version of it is in the September issue of *Model Railroad Hobbyist* magazine (<https://online.fliphtml5.com/buups/lstj/index.html#p=65>). Due to multiple events coming up in November and December, aside from the holidays, our next meet is tentatively scheduled for January.

Upcoming Swap Meets in the 2nd Division area:

November 22, 2025 – [Longview, Rainier & Kelso Model Railroad Club Holiday Model Train and Toy Swap Meet](#), Cowlitz County Event Center, 1900 7th Ave, Longview, Washington, 10 a.m.-4 p.m.

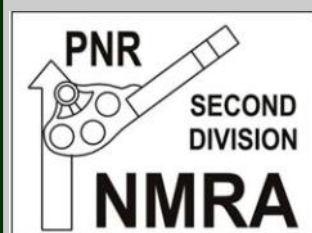
December 6, 2025 – [Willamette Valley Model Railroad Museum Railroad Show and Swap Meet](#). Polk County Fairgrounds, 520 S Pacific Hwy W, Rickreall, Oregon, 9:30 a.m. – 2:30 p.m. – 2nd Division will have a table at this swap meet.

3rd Division

Shelley Shelstad, Superintendent

It has been a busy time in the 3rd Division. The stars aligned and we had model railroad events every Saturday in September and October. We started with coffee September 6; then a road-trip to Twin Falls on September 13 for lunch and a tour of the Northside Model Railroad Association layout. September 20 was the Southwest Idaho Train Show in Caldwell (more on that below). September 27 was our regularly scheduled “lunch and layout” with a visit to a local Z scale home layout. On October 4, we met again for coffee; then October 11 was the Eagle Rock Train Show in Idaho Falls. October 18 was our annual 3rd Division Fall Meet (again, more on that below); and finally on October 25, we again had our “lunch and layout” and visited a very nice local HO home layout that we only became aware of about six weeks ago.

The weekend of September 20-21, the local Caldwell Model Railroad Club & Historical Society sponsored the 2nd Annual Southwest Idaho Train Show. The show included several portable layouts and several dozen vendors/exhibitors. At our Spring Meet 2025 Business Meeting, the membership had voted to have a display booth at the Caldwell show. To that end, we procured a “table cover” and matching NMRA banner; members built two N scale 2' x 2' “micro-layouts;” we created a “what is modeling scale” display featuring G, O, S, HO, N, and Z two-truck Shay locomotives. The booth was a hit! We had hundreds of people stop to ask us questions about model railroading, and it looks like we will probably gain 2-3 new members from the event. We have already decided to double the size of our booth and reserved our space for next year's event.



2nd Division Meets Online

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

Saturday, October 18, was our annual 3rd Division Fall Meet. We had a total of 36 members attend. Events included AP judging, a popular model contest, silent auction, live clinic, group lunch, business meeting, and a layout tour. It was a great success and we have already scheduled our next meet for April 2026.

In addition to all that, we continued our normal 2nd Tuesday Night Pizza, 3rd Monday Zoom, and every Tuesday afternoon Modeling Workshop. It's time to take a deep breath, and finally get back to working on the model railroad...

4th Division

Mike Stepner, Superintendent

Train show season is back. Lyndon was good from what I heard. Lewis Co was good for the short time I was there. Oly Ops was fun as always.

Trainfest at Washington State History Museum is coming up. If anyone can help out the 4D groups that will be there, that would be great (4D NTRAK and 4D HO). If anyone has small or micro portable layouts and would like to exhibit for a couple days, contact the Museum. I've been told there will be a rotating display for those. That way you won't have to man for entire festival, but need layouts for it.

Jack Hamilton, MMR, HLM, our AP Chair, has been busy getting people their AP certificates. Greg Wright and Brian Ferris from Olympia have been helping with evaluations. There are probably others but I'm not aware of who. Thanks to all who are doing this. Jack said there are currently 19 MMRs in the Division.

Kurt Laidlaw retired from the Board as Secretary. We wish him well and thanks for your years of service, Kurt. We are currently in need of a Secretary. Contact me if interested.

Cole Van Gerpen had to step away from the Board as Education Chair. Thanks for your service, Cole. Larry Sloan took over the position. Thanks, Larry, and welcome.

On a personal level, I try to get train time when I can. Worked on a couple small projects. I now have a private passenger car. Got two AP certificates myself (civil and electrical) and I believe Jack is working on my Volunteer.

NMRA membership is slowly dwindling. We've gained some new members but lost some as well. Please spread the word and try to get people interested and involved.

Believe that's it for now.

Have a great holiday season and happy new year.

5th Division

Bill Voogd, Superintendent

Greetings from Bill Voogd and the 5th Division. Golf season is now over (at least in the Spokane area) and it's time to return to working on train layouts. I have mixed emotions about that, as I really enjoyed golf this season. But my long desired modular home layout has finally progressed past the planning stage and construction has actually started. I chose to go the modular route because I (or my spouse) will have a chance to sell it if circumstances no longer make it practical to have a home layout...much harder to do with something fixed to your walls.

Some of my fellow River City Modelers club members will be helping with the project, so it will be educational for all of us. Making a layout a group project is always a fun way to go, and the group's various individual areas of expertise helps to get through the rough spots. I'm really looking forward to the shared experience.



4th Division Online Resources Open to All

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

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

5th Division and the Tri-City Model Railroaders club are going to participate in the [Great American Train Show](#) when it comes to Kennewick, Washington, in late January. We feel it is a great way to take advantage of the public's interest in model trains in order to increase membership in current clubs and/or help new hobbyists get off to a good start with their projects.

Some of us had the recent privilege of helping PNR AP Chair Bill Fassett celebrate his milestone 80th birthday. Thanks to Bill for the great job he has done making us all more aware of the various NMRA awards available, and urging us to take our hobby to the next level. Appropriately, the party was held at the Inland Northwest Rail Museum in nearby Reardan, Washington. It was great to be exposed to the railroad history of our area.

Sadly, one of the clubs in our division recently experienced a pair of break-ins. Besides the expense of making the physical repairs to their facility, they also lost considerable equipment in terms of locomotives and rolling stock. Because of how the crime was carried out, it was apparent that the perpetrators had visited their club several times as guests. We certainly don't want to discourage clubs from having open house events, but it is definitely important to have good security measures in place, to include cameras, alarms, and good lights. And don't forget the layout insurance, which is available through the NMRA for clubs with 100% NMRA membership.

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

6th Division

Ed Molenkamp, Superintendent

Greetings to all!

2025 has been a great year in respect to the art of model railroading. There were a lot of great train shows this year! More of the shows in our Division have moved to new venues with great success. The NMRA booth was present at all of these shows.

Planning is underway for our 2026 Meet. Keep your eyes peeled for the location and date. We also have a bid for 2027. The 6th Division is responsible for the 2028 Regional. I am happy to report that planning for that is underway.

Since this is the last report of the year I want to wish you all a very Merry Christmas and a very Happy 2026. I hope the train Santa is good to you all!

7th Division

Victor Gilbert, Superintendent

7th Division Annual General Meeting

The Annual General Meeting (AGM) of the 7th Division will be held on Monday, March 9th, 2026, at 8 p.m. As a part of the AGM, we will hold elections for Treasurer, Secretary, and Director At Large. There is an open call for nominations for these positions. If you would like to nominate someone or volunteer for one of these positions, please contact our Assistant Superintendent, Tim Horton at assistantsuperintendent@7divpnr.ca.

- The current Treasurer, Larry Sebelly, has agreed to stay on for another term, if elected.
- The current Secretary, Randy Nussli, has agreed to stay on for another term, if elected.
- The current Director-At-Large, Ken Rutherford, is stepping down and we are looking for a replacement.

The meeting is open to every member of the 7th Division, PNR, and NMRA in good standing. We hope you'll join us.

Moscrop Secondary School Support

Things are going well at Moscrop Secondary School in the Arts program I talked about in the last Quarterly Report. I have asked Aidan Botting for an update for the next Quarterly Report.

The Railway Modelers Meet of British Columbia (RMMBC)

Planning for the 2026 meet is underway. Check out the RMMBC website <http://railwaymodellermeeetofbc.ca> for details and photos of past Meets.

The Vancouver Train Expo (VTEEx)

Unfortunately, VTEEx 2025 has been canceled. The Lower Mainland Train Expo Society (LMTES), the legal entity that underlies the Vancouver Train Expo (VTEEx) every year, is having trouble finding a president and show coordinator. To this end, the VTEEx show will not happen in 2025. Unless a society president and show coordinator, it is unlikely the show will return.

7th Division Member Awards

The 7th Division presented its three division awards to members of the 7th Division at the annual Railway Modelers Meet Of British Columbia in May.

The Jack Work Memorial Trophy – Not presented in 2025

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

The Ross Heriot Gold Spike Award – Rob England

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

The Railway Heritage Award – Tim Horton

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

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

More information on these awards may be found on the 7th Division website, <https://7divpnr.org/7th-division/awards>.

The Division continues to embrace membership challenges and is working to retain its current members.

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



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.

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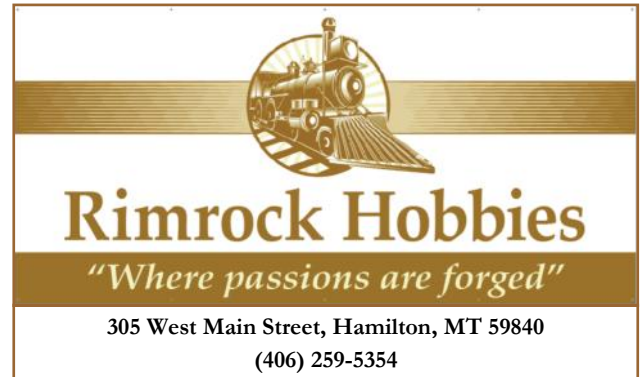


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**Do you have "excess" model railroad equipment, kits, or supplies?
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Looking for prototype or historical photos, track diagrams, or other information?
Place your classified ad here in the PNR Interchange and
connect with fellow PNR members!**

For Sale — Portable Trolley Railroad

Free-standing point-to-point complete HO railroad with structures and two Bowser Trolleys. Layout was built by Bob Parrish, MMR, and the late Bruce McCosh of the 3rd Division. Operates on 0-12v. DC from the overhead wires. Self-reversing single point street turnouts for continuous operation. Fully landscaped. Adapted from a 1954 article in *Model Railroader* magazine. Freestanding on folding legs and has shipping rack for transportation in a pickup or mini-van. Two sections, 24 x 30 inches each, which assemble to approximately 4 x 5 feet. Does not include power pack or vehicles. Will take best offer. Questions? Contact Bob Parrish, MMR, PNR 3rd Division: bobparrish770@gmail.com



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, please send the event information via email to calendar@nmra.org

2025

November 15, Yarrow (Chilliwack), BC

Yarrow Community Model Train Swap Meet. 10 a.m. to 3 p.m. Yarrow Community Hall, 4670 Community Street, Yarrow (Chilliwack), B.C. 40 Sales Tables plus a Private N Scale Estate Sale. For more information, email yarrowtrainmeet@gmail.com.

November 22, Longview, WA

LK&R Holiday Model Train & Toy Swap Meet. Cowlitz County Event Center, Longview, WA. For more information, see the [Longview, Kelso & Rainier Model Railroad Club](#) events page.

December 6, Rickreall, OR

Willamette Valley Model Railroad Museum annual swap meet. Polk County Fairgrounds, Rickreall, OR. For more information, visit the [Willamette Valley Model Railroad Museum](#) webpages

December 19, 2025–Jan 1 2026, Tacoma, WA

[The 29th Annual Model Train Festival](#) at the Washington State History Museum. Friday, December 19, to Thursday, January 1. Closed December 24 & 25. Washington State History Museum, 1911 Pacific Avenue, Tacoma, WA 98402. Purchase tickets online or at the museum. Mobility-accessible.

December 20 to Jan 4, Calgary, AB

[Calgary Free-mo](#) and [Calgary Model Trainmen](#) Christmas Run. #7 – 11th Street NE Calgary 10:00-6:00, Closed December 24/25/26 and January 1st. Bring your own trains and for \$20 run them for 4 hours on a large layout!

2026

January 3-4, Boise, ID

[Great Train Show](#). Expo Idaho, 5610 N Glenwood St, Boise, ID 83714.

January 10-11, Ridgefield, WA

[Great American Train Show](#). Clark County Event Center at the Fairgrounds, Exhibit Hall C, 17402 NE Delfel Road, Ridgefield, WA 98642

January 17-18, Prince Albert, SK

Prince Albert Model Railroaders Club annual Model Trains and Hobby Show. Gateway Mall. Watch their [Facebook page](#) for more info, or email riverxingnorth@gmail.com.

January 17-18, Puyallup, WA

[Great American Train Show](#). Washington State Fair Event Center, .110 9th Avenue SW, Puyallup, WA 98371

January 24-25, Kennewick, WA

[Great American Train Show](#). Benton County Fairgrounds, 1500 S. Oak Street, Building #20, Kennewick, WA 99337

February 14-15 (Sat-Sun), Saskatoon SK

The Annual All Aboard Model Train Show. We will be sending registration packets out in August and September. If you have never participated in the show before, send an email to allaboardtrainshow@gmail.com and we will send you an information/registration package.

February 28, Portland, OR

Willamette Model Railroad Club Annual Swap Meet. Kliever Armory, 10000 NE 33rd Avenue, Portland, OR.. <https://wmrrc.com/> for more information.

March 7, Spokane, WA

[River City Modelers](#) Open House. 1130 E. Sprague Ave., 4 to 8 p.m. Visit the HO Scale River City Western Layout which is on two levels with over 19 scale miles of track in our 44 x 48' room.

March 8, Spokane Valley, WA

River City Modelers [Model Train Show](#) at the Spokane County Fair & Expo Center. 404 N. Havana St. 9:30 a.m. to 3:30 p.m. Admission \$8 cash, 12 and under free. We have over 200 tables of all things Railroad-related plus operating Free-mo layouts in HO and N. Also smaller Lego, O Scale, N Scale layouts and Operation Lifesaver will be there, too. The Wtrack wooden train will be set up for children to enjoy. A portion of our proceeds from each show is donated to a local children's charity. For more information contact Shirley Sample, 509-991-2317 or via email shirleysample13@gmail.com.



March 21-22, Squamish, BC

Sea to Sky Model Train and Hobby Show 2026. 39645 Government Road, Squamish, BC. For more information, visit their website <https://www.wcra.org/model-train-hobby-show/>

April 4 (Sat), Edmonton, AB

[MMRF Spring Swap Meet - 2026](#). Central Lions Seniors Recreation Centre, 11113 - 113 Street, Edmonton, Alberta. 11 a.m.-2 p.m. Free parking in rear. More information to come at: <https://www.mmrf.ab.ca>



April 12 (Sun), Nanaimo, BC

Annual Nanaimo Model Railroad Show. Beban Park Recreation Centre, 2300 Bowen Road. Watch their website for updates <https://www.nanaimotrainshow.com/>

April 25-26, Calgary, AB

[SUPERTRAIN](#). Canada's largest model train show. SUPERTRAIN features over 75,000 square feet of Operating Model Railroad Layouts, Displays, Lionel, Lego Trains, Thomas and Friends, Garden Railroads, Photo Exhibits, Vendors and more. Olympic Oval at the University of Calgary, 288 Collegiate Blvd NW.



April 25-26, Regina, SK

[Regina RAILFEST 2026](#). Over 25,000 sq. ft. of model railroad layouts, displays, exhibits, and vendors! Caledonian Curling Club, 2225 Sandra Schmirler Way, Regina. Saturday 9:00 a.m.-5:00 p.m. Sunday 9:00 a.m.-4:00 p.m.

April 25, Livingston, MT

[34th Annual Livingston Swap Meet](#) in the Livingston depot, 9 to 1 p.m. For more info, visit <https://www.livingstondepot.org/railroad-swap-meet.html>

April 26, Helena, MT

44th Annual Helena Railroad Fair, Civic Center from 9:30 a.m. 3:30 p.m. Admission \$5, 12 and under free. Up to 200 tables of railroad items, tinsplate and toy trains, scale models, railroad collectibles. Buy, sell, or swap. Operating Layouts too. Contact: Helena Railroad Fair, PO Box 4914, Helena, MT 59604-4914, 406-459-3470, email: rrfair@mt.net

May 13-16, Tigard, OR

2026 PNR convention [Oregon Rails 2026](#). Embassy Suites by Hilton, 9000 SW Washington Square Road, Tigard, OR 97223. Check the website regularly for updates.



May-22-24, 2026, Burnaby, BC

[Railway Modellers Meet of British Columbia \(RMMBC\)](#). Online Kickoff: April 30, May 14. In-person Meet: May 22 - 24, 2026. The Railway Modellers' Meet of British Columbia is held every year to advance the practice of railway modelling in British Columbia by providing a forum where model railroaders can meet and exchange ideas with their local, regional, and national counterparts and, in so doing, enrich their involvement in the NMRA and SIGs.

July 27-August 2, Chattanooga, TN

2026 NMRA National Convention [2026 Scenic City Express](#)



September 19-20, Calgary, AB

Heritage Park 40th Anniversary Railway Days. Watch <https://heritagepark.ca/events/railway-days/> for updates.

October 3-4, Edmonton, AB

[2026 Greater Edmonton Model Train Show](#). Edmonton Expo Centre, 7515 - 118 Avenue, Edmonton. 10 a.m. to 5 p.m. both days. Operating Layouts, Dealer Booths

October 24 (Sat), Edmonton, AB

Central Lions Seniors Recreation Centre, 11113 - 113 Street, Edmonton, Alberta. 11 a.m.-2 p.m. Free parking in rear. More information to come at: <https://www.mmrf.ab.ca>



NMRA Calendar Online

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

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

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

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

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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

