



# The Switchlist

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

November 2019

Form 255  
UNION PACIFIC RAILROAD COMPANY

SWITCH-ENGINEMEN'S DAILY REGISTER

FOREMAN	No. of Helpers	ENGINEER AND FIREMAN	Compared Time	Job Worked	Highest Bulletin Number	Left Round House or Hoist Track	SHIFT WORKED		Arrived Round House or Hoist Track	HOURS WORKED			Accumulated Miles	Explanation of Meal Period, Overtime, Delays, etc.
							Began Work	Quit Work		Meal Period	Straight Time	Over Time		

## Illinois Central Gulf Switchlist

YRS15, Friday, February 7, 1982  
 Time: 7:15 AM Throttle: 0  
 Draw Maduro  
 No: 7-027  
 UP 2701 Cabin: 199044

at: Reserve  
 Next Yard: St. Rose, LA  
 Origin: Reserve, LA  
 Destination: St. Rose, LA

be	SPOT	NxtLoc	Tons	Contents	Hdg

Hall 2 42 700M 4865

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

At Station 1-3-18  
 Train No. 350/p Engine No. 470/p Time 6/p M.

CAR	Initials	No.	Contents	Destination	Consignee	Tonnage
1						
2		68820	70	Broz		
3		68262	72	21		
4		68758	72	18		
5			55	16		
6						
7						
8						
9						
10						
11						
12						

Unloaded at 36:00 hrs  
 Temp 70  
 Fuel OK  
 Tools OK

Lewis 3.51

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N.P. 1204 10/75 LOCAL SWITCH LIST  
 SWITCH LIST OF ALL WORK TO BE DONE BY CONDUCTOR

TRAIN NO. \_\_\_\_\_ ORS3

Duplicate AT STATION

INITIAL	NUMBER	CONTENTS	FROM
1			
2			
3			
4			
5			
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](http://pnr.nmra.org). PNR members with current email addresses on file with the NMRA will receive an email notice when the latest issue is posted. To receive notice when the next *Switchlist* is posted (and other news of interest to PNR members), join our email list by sending a blank email to:

[PNR-NMRA-subscribe@YahooGroups.com](mailto:PNR-NMRA-subscribe@YahooGroups.com)

### CONTRIBUTIONS

Readers of *The Switchlist* are encouraged to submit news, articles, photos, and drawings about PNR activities past, present and future, and articles on other aspects of model railroading are also appreciated. If the work of others, is being included, please ensure you have their written permission and include attributions as appropriate. All contributions must be digital and preferably in file formats compatible with the Microsoft platform.

Photographs and illustrations are encouraged in all common digital formats. The Editor reserves the right to accept, reject, and edit contributions as space, time, and suitability of material dictate. *The Switchlist* does not pay for articles.

Please email your contributions to the editor at [switchlist@pnr.nmra.org](mailto:switchlist@pnr.nmra.org). Deadline for submissions is:

February 1

May 1

August 1

November 1

Letters to the editor and other editorial opinions are those of the author and do not necessarily reflect opinions and policy of the PNR or NMRA. Complete staff and contact information is available in this newsletter and on the PNR website: [pnr.nmra.org](http://pnr.nmra.org).

### ADVERTISING

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

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# Happy Holidays!

Early holiday greetings to all! Although it's "only" mid-November, recent weather here in southwest Montana feels like we've already had a month of winter. So, I've definitely settled into the train room for the foreseeable future and am immersed in the design stage for my model railroad.

Along with the weather, another indicator of the season of the year is the PNR's Timetable (pp.19-20). It is back up to about 1-1/2 pages full of upcoming model railroading events. Be sure to take advantage of these opportunities!

In case you may have forgotten, November is National Model Railroad Month (as if we really need a special invitation to indulge in and share our great hobby). So it falls upon us to continue to support and promote the hobby within your community.

Speaking of promoting the hobby, it is with great sadness that we announce the recent passing of an amazing advocate, Gene Swanson, MMR. Gene was an extremely active member of the 4th Division, and you can read more about him and his contributions in the PNR News and Announcements section on p.3. Our heartfelt sympathy goes out to Gene's family, friends, and the 4th Division. I also ask you to review the list of other recently deceased members and remember them and their families in your thoughts and prayers.

Note the list of new NMRA members and please take any opportunity to reach out and welcome these folks. It may take a little energy and courage to introduce yourself, but the long-term rewards are substantial for all involved.

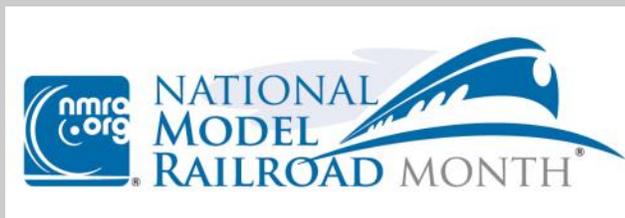
Prolific writer and PNR Vice President Bob Parrish, MMR, has committed to providing a series of 10 articles about electricity for *The Switchlist*. Bob's first installment is in the Features section beginning on p.5. We hope this set of articles proves to be educational and entertaining. Bob has a talent for delivering on both.

On a related note, since *The Switchlist* is fully digital, we don't have a firm upper limit on the number of pages or length of articles that can be published in any one issue. So, all you other members need not be shy about submitting your own articles for publication.

The customary quarterly reports from the PNR officers, staff, and division superintendents begin on p.9. As part of this, our new Treasurer, Aaron Gibbens, provides a snapshot of the region's 2020 budget plus several past budgets for comparison. And, our new Contest Chair Christopher Jones provides his initial report and an introduction to himself in this issue.

I hope you all have a wonderful, fun-filled, and safe holiday season with family and friends. And ... I do hope you receive a few things on your wish list!

Greg Kujawa, Editor



# PNR News and Announcements

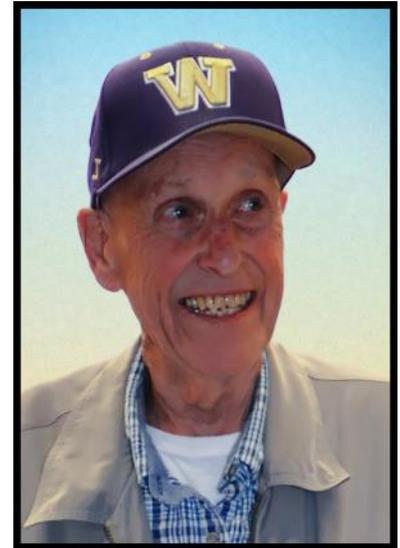
## Passing of Gene Swanson, MMR

Kevin Klettke, Tacoma Clinic Host, 4th Division

It is with deep sorrow that the 4th Division reports Gene Swanson (MMR 412) passed away October 25th, 2019. Gene will not only be remembered as an outstanding modeler and spokesperson for our great hobby, but as a nice man and good friend, husband, father, grandfather, and accomplished banjo player. Gene was the leader and host of the Tacoma Clinic for more than two decades and served that role with enthusiasm and a good-natured wit that everyone loved.

This past June, Gene received the NMRA President's Award for Service to Division for 2019, an honor that was richly deserved and one he greatly appreciated. Gene's contributions to the Division and to the Region made his selection for this award a real pleasure. He was a member of the Puget Sound Model Railway Engineers (PSMRE), which maintains and operates a world-class HO (1:87) scale model railroad at the Washington State History Museum, and which features highlights of the Tacoma area during the 1950s. Gene was always noted by the museum-quality of his projects and his devotion to accuracy. Gene was responsible for most of the buildings around the roundhouse. His work at the museum will live on as testimony of his love of our hobby and his desire to bring the fun of model railroading to the public. Gene was a servant to the hobby and especially to his fellow NMRA members. Even as he was reaching the end of his life, Gene kept working on his railroad. In the past few months, he had begun to convert his railroad to DCC.

The 4th Division will pass along any plans and arrangements of services when we have more details.  
Rest easy Gene.



Gene Swanson, MMR, 4th Division member. Ken Liesse photo

## 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 — September 2018 through October 2019

September 2018	None			
October 2018	Div 4	Baker, William C.	Port Orchard, WA	
November 2018	Div 5	McGilvray, Don	Spokane Valley, WA	Life Member
	Div 6	Slimmon, John F.	St Albert, AB	
December 2018	None			
January 2019	Div 1	Coble, Donald R.	Oakland, OR	Life Member
	Div 4	Miener, Roger J.	Tacoma, WA	Life Member
	Div 4	Sterling, Stewart	Anchorage, AK	
February 2019	None			
March 2019	Div 4	Baker, William A.	Gig Harbor, WA	
		Miller, Lynn G.	Renton, WA	
	Div 5	Holmes, Roy	Kennewick, WA	
April 2019	Div 4	Mutschler, Charles	Cheney, WA	Life Member
		Cleaveland, Lee G.	Federal Way, WA	Life Member
		Durfee, David L.	Bremerton, WA	Life Member

## Deceased Members of the PNR — September 2018 through October 2019 (continued)

May 2019	Div 4	Jensen, Myron A. Judge, Robert	Anchorage, AK Puyallup, WA	Life Member
	Div 6	Majkot, John D.	Airdrie, AB	Life Member
June 2019	Div 4	Bartels, Ronald E.	Lacey, WA	
July 2019	Div 4	Gage, Ronald H. Hayden, Sam	Bellevue, WA Tacoma, WA	
August 2019	Div 4	Morris, Norman M.	Anchorage, AK	Life Member
	Div 7	Simmons, David	Gibson, BC	
September 2019	Div 4	Bacon, Richard N.	Tacoma, WA	Life Member
October 2019	Div 2	Auburg, Tammy	Battle Ground, WA	
	Div 4	Swanson, W. Gene	Tacoma, WA	MMR

## New PNR Members

August–October 2019

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

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

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

Div	Last Name	First Name	City/Town	State/Province	Div	Last Name	First Name	City/Town	State/Province
03	Stansell	Kelly	Meridian	ID	04	<a href="#">Snyder</a>	<a href="#">Dwight</a>	<a href="#">Everett</a>	<a href="#">WA</a>
03	<a href="#">Tippett</a>	<a href="#">Richard</a>	<a href="#">Butte</a>	<a href="#">MT</a>	04	Vonstup	Todd	Seattle	WA
04	Bieber	Peter	Poulsbo	WA	04	West	Russell V.	Silverdale	WA
04	Clift	Steven	Kirkland	WA	04	Wie	Tom	Steilacoom	WA
04	Ellis	Jennifer Leigh	Bremerton	WA	05	Vieira	Donald	Silverton	ID
04	Fields	Eric	Oak Harbor	WA	06	Carey	Steven	Morinville	AB
04	Harvey	James	Burlington	WA	06	Flaming	Andrew	Calgary	AB
04	Moore	Troy	Fairbanks	AK	06	Kirkpatrick	Tracy	Sherwood Park	AB
04	Mullins	Alyssa	Sammamish	WA	07	Bawtree	Hugh	Salmon Arm	BC
04	Mullins	Chris	Sammamish	WA	07	Jenson	Rocco	Maple Ridge	BC
04	<a href="#">Plantihga</a>	<a href="#">Karl</a>	<a href="#">Issaquah</a>	<a href="#">WA</a>	07	<a href="#">Vlasblom</a>	<a href="#">James</a>	<a href="#">New Westminster</a>	<a href="#">BC</a>

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

**Notify NMRA Headquarters**

email: [nmrahq@aol.com](mailto:nmrahq@aol.com)

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

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

# Features

## Basic Electricity ... no math. I promise.

Article and photos by Bob Parrish, MMR

*Editor's Note: This is the first installment of a series of 10 articles, with subsequent parts running sequentially in future issues of The Switchlist. The articles are grouped into two major sections. The first section (articles 1-5) is focused on basic electricity; the second section (articles 5-10) delves into electronics, DCC, and relevant "how to" explanations to make stuff run better. We hope you enjoy it and learn something new or refresh your memory about electricity and electronics.*

I'll try to keep the theory stuff clear and simple and not turn you or myself into an electrical engineer.

To start, I would hope that no modeler EVER fails to build and operate a railroad over electrical issues. Check with your local hobby shop and clubs for people who can assist you, if desperate. If I can do this, anyone can.

Basic notion of wiring: plus (+) and minus (-) ... keep 'em apart and only let motors and light bulbs connect them together.

That said, any railroad wiring is going to have, at the simplest, two bus wires running around the railroad: + and -. Again, keep them apart. This works for both DC (Direct Current) and DCC (Digital Command Control), even though DCC is not clearly identified as + and -. Choose different, highly contrasting colors for ease of separation. [Example: Some model railroaders use white/black while others use red/black to be consistent with NMRA Standard S-9.1.1—Electrical Interface & Wire Color Code for Digital Command Control – Ed.]

Put up feeder wires to your rails and off you go. I'm leaving alone for the moment all discussion about wire gauge size and rationale for such stuff. Also for the moment, I'm leaving alone stranded versus solid wire.

I'll define terms: volts, amps, resistance/Ohms, wire gauge, and the difference between a short and an open. I will offer arguments for soldering wires and descriptions of various circuits over a series of coming issues in this publication.

### A bit of history and how I got like this.

I have never been far from railroads and model railroading. My dad started working for the Burlington (Chicago, Burlington and Quincy Railroad) in 1935 and had been involved with standard gauge models for some time before.

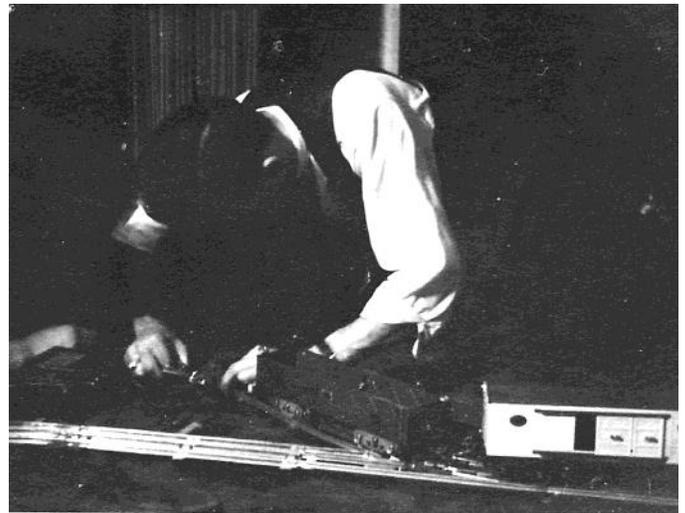
In 1947, Dad was part of an HO model group on the west side of Chicago. One of that group was a brother-in-law who had been in the Army Signal Corps and had returned to Chicago and worked for Illinois Bell Telephone. Thus, there was a lot of phone company reused parts and wire. The phone company was changing over to more modern (then) automatic switching systems and the wiring and controls were all parts that were salvaged for this railroad. We had phone company stuff all over the place for raw materials. During construction, things moved painfully slow as the wire was insulated with a cotton braid outer coating and was lacquered, an inner silk braid, then the copper wire itself was lacquered which had to be scraped off before soldering.

Although Dad understood electricity and the various theories, he always referred to the flow of electricity as "the juice."

He was also the sort of person who would throw on the switch to see what might happen. We never had a test instrument by any of today's understandings. He had a 12-volt taillight bulb from a car with some wires soldered to it. The stranded wires were soldered at the end to stiffen them into test probes. If the light came on, we had the juice. Things oughta work!!

I had to pry things out of Dad during my junior high years. We had a neighborhood "Mr. Wizard" across the alley from where we lived and I would go and ask questions to get a start towards an answer. Floyd Miller was my hero. He was not a math person and taught me to explain things without the math. He would render a crude experiment on his workbench to demonstrate this or that aspect of electricity. Think of Professor Emmett Brown of the *Back to the Future* movie.

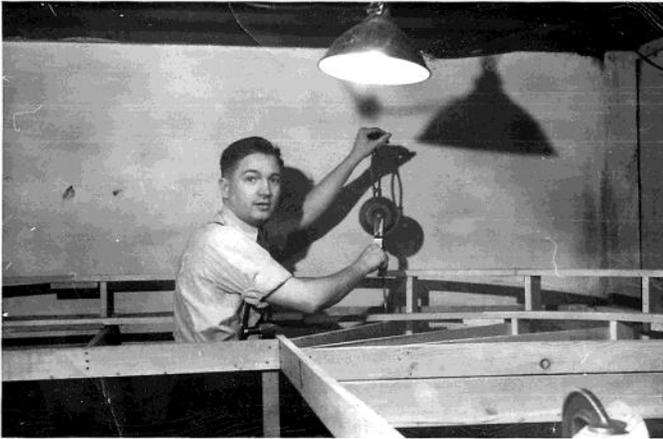
I would then go home with enough words and terms to pose a question to Dad and then, and only then, would he pro-



Dad had a standard gauge railroad and is shown here working on the front room floor of his Chicago apartment on West End Street in 1936.

duce a paper and pencil and demonstrate with math the actual theories. I was never clear they were in it together to see where I might go with this stuff. When Dad went into “explain mode,” he never used the word “juice.” Set the pencil aside and it was juice again. There is a reason how I got like this.

Coming out of the post-war era, I am able to see the progress of electricians and electronics and the great leaps in our hobby that have brought us to the operational widgets we have today. With that bit of my history, let's begin.



My dad in the basement railroad on Central Avenue in 1947.



The turnout machines were from Pioneer Electric Company in Chicago. They drew about 30 watts which converts into about 2.5 amps. That is more than any locomotive draws today. When they moved, it was like dropping an anvil on your benchwork. Richter scale stuff!

## Circuit

A *circuit* is any path where electrons can flow. Like a creek flowing downhill to a lake, there has to be a path. We create that with wires and try to keep each object that we want to operate (light, motor, solenoid) on a single path. There will come a time in this conversation where we can share some paths but for now let's just think of one.

Wire color is certainly optional but, for the moment, let's use red as + and assume that it has some volts on it and the black is the -, which we can also call “ground.” In your car, the entire body of the car is ground. We need to have a complete path for the electrons to find their way around and, along the way, pass through a light bulb and it will illuminate as planned.

## Volts

Alessandro Giuseppe Antonio Anastasio Volta, (born February 18, 1745, Como, Lombardy, Italy; died March 5, 1827, Como), was an Italian physicist whose invention of the electric battery provided the first source of continuous (direct) current.

*Voltage* (volts) is the unit of measure having to do with pressure. Your house runs on 120 volts of pressure, your smoke alarms run on 9 volts of pressure, a two-D-cell battery flashlight runs on 3 volts of pressure. A traditional (non-DCC) power pack for an HO railroad runs on about 12 volts of pressure and is adjusted from 0 to 12 volts to make the locomotive run at the speed we want it to go.

A water-related example of this might be to think of a waterfall. Given the height of the fall, measured in feet, this could be expressed as pressure between the top and the river below. When electrons are put into a wire, this difference is expressed as volts or voltage.

For the moment, there is no discussion of how many electrons are moving.

Things like to run on the voltage/pressure for which they were designed. In the main, hitting something with less pressure only makes it dimmer or run slower. Hitting stuff with too much pressure is usually disastrous. A Utah Pacific (Tomar) 1-volt marker light bulb will absolutely not tolerate 12 volts of pressure. For those of you from various antiquities and who can remember flash bulbs on cameras: They were designed to run on about one quarter of a volt and we hit them with three or more volts and the disastrous result was useful in that application ... Flash!!!!

It is all about what we want to get done and what voltage/pressure we use. Most of this is designed in for us and we just need to play nice in the sand box, color inside the lines, and everything will work just fine.

## Amps

Named after André-Marie Ampère (1775–1836), French mathematician and physicist, considered the father of electrodynamics. An *amp* is a unit of measure that defines the amount of electrons moving. It is defined in a relatively low number system that actually represents a LOT of electrons moving per second. This amount is often called *current* and can be likened to

water that I mentioned in defining volts. A creek may demonstrate a small amount of current, whereas the water flowing on the lower Columbia River past Astoria, Oregon, would represent a large amount of current.

Amps are the stuff that actually cause electrical items to operate. No current flow, no go. Current can be our friend or our worst enemy. Under controlled conditions, normal operation, the current flows, our trains function normally, and lights go on and off as desired. When out of control, current will turn quickly to heat and that's when the "magic smoke" leaks out. Again, I'll spend more time on shorts and this out-of-control stuff later.

After that, we need to recall the old saying about magnets: "Like charges repel, opposites attract." Therefore, in a single strand wire, the electrons are moving and we have predictable demonstrations of the magnetic fields around that wire. Put them into a bundle (a winding) and you have a magnet.

We have two types of current, alternating (AC) and direct (DC). Most commonly, alternating current is produced by passing a wire or series of wires that are magnetically charged near another wire or group of wires to produce a given voltage and potential current. This is what is running around in your household wires and plugs.

Direct current is produced mostly in batteries (cells) with some chemistry, or is converted from alternating current that we can use for our purposes in modeling. (more on this under "Types of Current" below).

All of electricity is made up of electrons moving and they are, by theory, negatively charged.

Regarding the international piece of this, the basics of electronics and electricity aren't different elsewhere, but many places in the world operate on 50 cycles of AC for house supply electricity whereas the U.S. uses 60 cycles. Once we are on the layout side of a power supply, most stuff is the same.

## Resistance

Georg Simon Ohm (6 March 1789 – 6 July 1854) was a German physicist and mathematician. Ohm correctly identified the relationship of current vs resistance in approximately 1830, before there were any practical methods to prove his theories.

The *ohm* is a unit of measurement that speaks to the *resistance* to flow of current; that is, to the movement of electrons. In direct current (DC), the current is actually rather easily disrupted and, for our purposes, we probably do more to ensure that we don't introduce resistances into our circuits during the building of our railroads. Resistance is usually spoken of in terms of ohms with a symbol shown as a Greek Omega ( $\Omega$ ).

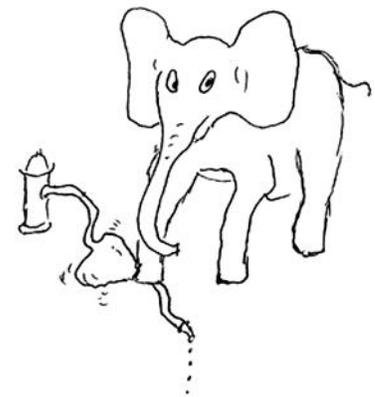
Current flow and resistance work opposite to each other. Nearly every notion of electricity can be likened to water in a garden hose.

Let's say that we go to Kurt Laidlaw's house to conduct an experiment. He has a city water pressure at the faucet in his back yard of 60 pounds per square inch of water. We hook up a hose, turn on the water full blast and then hold the hose outlet over a 5-gallon bucket and count how long it takes to fill the bucket. For example it might take a full minute to fill the bucket. But we have some pranksters in our midst and Jack comes along and partially kinks the hose.

He has just put a resistance in the hose and now the bucket takes two minutes to fill instead of the one minute. So here comes Russell Segner, thinking that this looks like fun and he also puts another partial kink in the hose, and the bucket now takes almost three minutes to fill. During all of this, the actual water going through the hose is going down.

All this says that if resistance or resistances go up, current flow goes down. ohms go up, amps go down

Now if the city water pressure changes, then Kurt's bucket will fill differently but as I said previously, volts are a relative constant for our purposes (12 v.), so we really only need to be preoccupied with ohms and amps.



This is my favorite picture for showing this, "How heavy is your elephant?"

## Types of Current

Alternating current (AC) is easily produced by rotating an armature inside of a magnetic field. This armature may be turned by water or a steam turbine powered by coal, natural gas, or nuclear energy. Alternating current can be easily cranked up to very high voltages and sent great distances for delivery to houses and businesses in remote locations and then brought back down to 110 volts for use. In the US, we use AC that cycles at 60 times per second. Most of the rest of the world uses 50. I have no idea how either got that way.

Direct current (DC) does not travel very well. It is easily susceptible to resistance in the very wire it is going through. I have seen voltage drops just getting to the back of a car from the front. There is a History Channel documentary on Niccolò Tesla (also available on YouTube) that is very good at explaining all of this.

If you graph out AC, it looks like a roller coaster. If you graph out DC, it looks like a straight line. DC is easily made

from AC but it is difficult and inefficient to make AC from DC.

We see DC mostly in *batteries* (one or more cells). We are all used to looking at a battery for where the positive mark is located and getting it into the camera or device correctly as we have learned that backwards doesn't work. AC doesn't care. For example, turn over the plug for a lamp or other appliance, insert it into a wall outlet, and it still works. That is unless you have a "safety" (polarized) plug. Detect a little cynicism there?

The voltage in a battery is established by the chemistry of the battery. Lead acid in a car battery is 2.1 volts per cell. That is why you have six caps on a car battery to make approximately 12 volts.

An old D cell flashlight battery, as in old, was a lead can with a carbon rod center and acid slurred in sawdust that started a reaction. It was a one-time reaction that began when they made the battery and went on whether you used it or not. Not using it slowed it down a bit and keeping them in the refrigerator helped, but batteries had a short shelf life and the acid often leaked through the can and damaged the flashlight. These sorts of batteries produced 1.5 volts per cell. As kids, we used to cut open old batteries for the carbon stick to write on the sidewalks. No comment on the heavy acids that we got on our hands and spread all over the place!

Newer batteries are often rechargeable and have chemistries that come close to the 1.5. Nickel cadmium were next after acid batteries and had a problem of getting lazy after repeated recharging from less than fully run down to less than fully charged. Lithium ion is now the hot thing and seems to work very well.

You can stick a galvanized roofing nail in a lemon and a piece of copper wire and get about 0.7 volts out of it. The down side is that it has no capacity. The size of the battery cell has great bearing on how many electrons it can store on the negative plate. A single D cell can store more electrons than a AAA cell. As electronic devices have gotten more efficient, we see more AAA cells as they have comparable life of a D cell in older equipment.

A 9-volt snap tab battery can store about one half of one amp. How fast you use them up is an issue. When paid out slowly, they last over a year in a household smoke alarm.

A 12-volt car battery can throw 125 amps to whip over a starter in a gas engine and nearly 250 amps in a Diesel engine. That's why there are really big wires on a battery to a starter in a car.

*Watch for Part 2 in the February Switchlist.*

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## NMRA Video Library

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

**Just log into [www.nmra.org](http://www.nmra.org) as a member, click on "Member / Member Home" and click on the big red box that says "Watch Clinic Videos" next to the photo ...it's that easy!**

# Officers' Reports

## From the Engineer's Side of the Cab

Kurt Laidlaw, President

I'm writing this in late October and we are well into train show season. It is also the season when many of us do most of the work on our railroads. I hope you are all making progress on your various projects and that you are sharing your experiences with your fellow modelers around your divisions. Sharing what you are doing and asking for help from your division members is a great way to learn more about the multiple skills required as a model railroader while making friends. If you are a long-time modeler or a Master Model Railroader, think about volunteering your knowledge to others to bring them along. Encourage people to think about the Achievement Program as they are building structures, scenery, trackwork, etc. Sharing and learning are important parts of the hobby and the camaraderie that comes from being a member. Anyone who read my article in the last *Switchlist* knows I am in the process of building a shed in my backyard to house my railroad empire. It has taken far longer than I had expected, but last week I finished painting the interior of the building and the carpenter should be here this week to put in the deck/entrance ramp while we have a break in the weather. At that point I will be ready to begin bench work. Taking my own advice, I have asked a couple of people in my local area to help me with my L-girder construction.

Concurrently, I continue to work on a local project at the Tacoma Lutheran Retirement Home. The 4th Division has a 9' x 5' HO layout we are working on for the residents. We started out with a smaller layout, but it had too many technical issues to continue using. The new layout was donated by one of our members. We have completely redone the electrical wiring and brought it up to DCC. The trackwork has been reworked to get rid of kinks and bumps. Earlier this month we held two work parties to get us to the point where we could run trains. We are now looking for additional volunteers to build structure kits that have been donated, help with scenery, and generally get the project to a point where it looks complete. There will always be more things to do, but we want the residents to feel like they have a complete railroad. Part of my reason for bringing up this project is to encourage other divisions to find public projects to share with their communities. November is National Model Railroad Month. Setting up a small hands-on clinic or a display of model railroad equipment in your local library could be a good way to encourage younger modeling enthusiasts. The NMRA is an educational non-profit organization. We should try to interact with the public at every opportunity that presents itself. You don't have to be an organizational officer to talk to your local librarian or mall manager to see if you can set something up. Think of ways to spread the word about model railroading and then make it happen in your community.

On a different subject, a discussion came up at the regional convention in Cranbrook about going to the 2022 convention in the United Kingdom. Jeff Shultz, 2nd Division Superintendent, volunteered to lead the effort. He is trying to find out how many PNR members are interested in a group rate to the 2022 NMRA National Convention from August 14 to 21 in Birmingham, England. This is going to be an extraordinary convention, and if you are planning on going, a group air fare could make the difference between being able to go or not. The British Pound Sterling is at its lowest exchange rate in a generation. If you have been thinking of a trip to England, now is the time to go. Here is the website for the convention (<http://www.nmra2022uk.org>). Look at what is on offer and I think you will be as excited about this convention as I am. Additionally, Jeff wants to gauge what interest there is for a group tour in conjunction with the convention. Finally, Jeff is wondering if any PNR members have a family member who is a travel agent so we can keep any potential travel planning in the family. If you are interested or want to help organize a trip, please contact Jeff at [jeff@shultzinfosystems.com](mailto:jeff@shultzinfosystems.com). This is only going to happen if there is sufficient interest by the membership.

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## From the Fireman's Side of the Cab

Report and photos by Bob Parrish, MMR, Vice President

In my ongoing quest for membership retention, I now have a year in the vice-throne for the PNR. With that, I have fielded a LOT of responses to the various things I have had published in our regional newsletter and things that I have sent out to the division bosses which are specific to them. Additionally, I have sent out numerous e-mail letters to members who are about to lapse in their membership or have in fact lapsed.

The responses to some of those lapsing members have not gone unheard. I have dealt directly with most and passed along the few that are relevant to the regional bosses. The most common reasons I have found for a lapsed member (those who would e-mail me back) were issues of aging out or changes of interest. Both are valid responses and are understandingly accepted.

I wish to engage you here with an aspect of continuing membership that is one I never would have considered. I am told by our fearless leader Kurt, that the land area encompassed by the Pacific Northwest Region is greater than the continental United States. I had not thought this through but he is correct. Given that, we are also confronted with an international membership in the PNR. Few other U.S. NMRA regions deal with this.

Therein lies the rub. The greatest glitch in renewing memberships is the international relationship. U.S. members can get on line and renew their membership with a credit card or call the national office and they will easily take the data necessary to renew for another year or years.

It appears that Canadian members cannot log onto the NMRA website and get their online membership renewal to stick using a Canadian bank card. The NMRA Canada website seems to be what they must use. I have been able to assist a few members from the north with their renewal woes but the solution seems to mainly come back to the recognition that there is a Canadian arm of the larger organization. To be clear, this is not an indictment of the process and system that we use at this time. It is only an observation based on the responses and assistance I have offered.

I suppose other countries (Australia, Europe, and the UK, for example) have long ago figured this out. I'm guessing I am just a bit slow. I accept that mantle and am still willing to assist any and all who might be having a problem with renewals.

To those who have struggled to renew and have survived, you have my thanks and respect. Thank you all for being a part of this great hobby.

Moving on.

I have chosen this winter NOT to take on another major renovation of my railroad. Recall last year I remodeled the entire Nampa yard and extended the city for more accurate placement of deliverable loads at the various consignees. That generated a huge dose of mission creep as I replaced all of the control panels on that side of the room.

I am taking on reinstalling the mine head structures at Silver City. This had gotten pushed out of the way and has been dormant for nearly a year. A few weeks ago, I got fired up to get this scene done and the tracks back into service.



The below-ground photo shows a single casting of plaster made facedown with Styrofoam blocks to create the various passageways. The ragged texture was done with crinkled aluminum foil for both the passageways and the face of the mine structure.

There are 12-volt lights at the back of some of the passageways and optical fiber in the hardhats on some of the miners. The fibers then go through small holes in the plaster casting to a PVC tube with holes drilled in it. Inside the tube is a 12-volt automotive taillight bulb.

The car card switching system has an electric freight mot cor calling on the mine for the ore loads that need to be moved to the interchange and then forwarded to the smelter.

I went back to my admonition to you all in my last missive to you. Look around your railroad with the eyes of a visitor. What new ideas can you put in place to make your pike a bit more attractive? What has been left undone and is ready for attention?



# Treasurer's Report

Aaron Gibbens

*Editor's Note: The PNR's new Treasurer, Aaron Gibbens, has been busy pulling together budget and financial records. Aaron has compiled a snapshot of our budget for 2020 in addition to recent past budgets. We thank outgoing Treasurer Dave Liesse for his many years of service to the Region.*

8:14 PM  
07/22/19  
Cash Basis

## Pacific Northwest Region - National Model Railroad Assn 2020 Budget & Profit & Loss Prev Year Comparison

	Budget			
	2020	Jan - Jun 19	Jan - Dec 18	Jan - Dec 17
Ordinary Income/Expense				
Income				
Convention Income				
Convention Profit Share	2,000.00	0.00	1,476.00	2,337.50
Total Convention Income	2,000.00	0.00	1,476.00	2,337.50
Investment Income				
Dividends Received	285.00	285.07	741.47	641.23
Interest Received	75.00	81.42	182.58	116.80
Total Investment Income	360.00	366.49	924.05	758.03
NMRA Dues Allotment	900.00	928.00	1,895.00	2,441.00
Total Income	3,260.00	1,294.49	4,295.05	5,536.53
Expense				
Awards				
President's Award	155.00	153.78	149.04	74.05
Total Awards	155.00	153.78	149.04	74.05
Committee and Program Expense				
Achievement Program Expense	400.00	340.90	651.42	575.55
Election Expense	0.00	429.36	0.00	
Total Committee and Program Expense	400.00	770.26	651.42	575.55
Convention Expense	200.00	191.53	0.00	
Division Expense				
Division Dues Allocation	1,800.00	9,465.50	1,618.50	477.00
Division Support	200.00	2,182.00	0.00	
Total Division Expense	2,000.00	11,647.50	1,618.50	477.00
Financial Institution Fees				
Bank Fees	50.00	48.63	0.69	0.00
Investment Fees	25.00	25.00	25.00	25.00
Total Financial Institution Fees	75.00	73.63	25.69	25.00
Licenses and Registration	150.00	286.00	0.00	50.00
Total Expense	2,980.00	13,122.70	2,444.65	1,201.60
Net Ordinary Income	280.00	-11,828.21	1,850.40	4,334.93
Net Income	280.00	-11,828.21	1,850.40	4,334.93

## Office Manager's Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of September 2018 through October 2019.

You can see by looking at the figures below what's happening with the membership of the Region. Our membership was more of a roller coaster during this last year with a net loss of 34 members. We did, however, bring in 166 new members during this period, of which 58 were Rail Passes and several were Family members and Student members. Unfortunately, we did lose 23 active members to death during this period.

We also have a large number of Inactive members within the Region. We need to look through these lists of Inactive members and see what we can do to re-energize them to return to the hobby and re-activate their membership. Admittedly, there might be a number of these members who have passed away and we never received notification of their death. However, there are many who could be potential "Re-rails" if we would take the time to contact them and maybe find out why they didn't renew their membership. We might learn some new things we could be doing that would help in retaining new (and old) 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	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Net +/- over year Sep–Oct
	Mem RP														
1	105 4	106 4	108 5	107 5	106 6	106 5	104 5	102 5	101 5	103 6	105 4	105 4	101 4	106 4	1
2	150 5	151 5	151 6	149 5	151 5	150 4	144 2	143 2	144 2	146 2	147 2	145 1	145 1	142 0	-8
3	72 0	73 0	74 0	75 0	76 0	77 0	76 0	80 1	83 1	80 1	83 5	83 5	85 6	83 6	11
4	503 10	502 9	503 10	495 8	490 9	493 11	490 11	483 9	476 8	473 9	473 9	471 9	473 9	476 10	-27
5	191 2	191 2	186 2	186 2	190 3	192 3	193 4	193 4	194 4	195 6	199 8	199 8	199 8	193 8	2
6	251 1	257 1	259 1	257 0	254 0	354 1	256 1	253 2	253 4	249 4	246 8	247 5	251 4	239 4	-12
7	336 5	338 7	339 8	333 8	327 0	333 11	333 12	339 13	347 23	342 20	335 18	333 16	333 16	335 14	-1
<b>Tot</b>	<b>1608 27</b>	<b>1618 28</b>	<b>1620 32</b>	<b>1602 28</b>	<b>1594 23</b>	<b>1605 35</b>	<b>1596 35</b>	<b>1593 36</b>	<b>1598 47</b>	<b>1588 48</b>	<b>1588 52</b>	<b>1583 48</b>	<b>1587 48</b>	<b>1574 46</b>	<b>-34</b>

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

Div	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	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	Mem RP	Mem RP
1	0 0	1 0	2 1	0 0	2 2	0 0	0 0	0 0	2 1	0 0	1 0	0 0	0 0	0 0	8	4
2	1 0	2 0	1 1	0 0	4 1	0 0	0 0	1 0	0 0	1 0	0 0	0 0	0 0	0 0	10	2
3	0 0	0 0	1 0	1 0	0 0	1 0	1 0	0 0	3 0	0 0	3 3	0 0	2 1	0 0	12	0
4	0 0	1 0	4 2	1 0	4 1	3 2	1 1	0 0	1 0	3 2	2 0	2 0	4 1	7 1	33	10
5	0 0	1 0	1 0	1 0	3 2	2 0	4 1	1 1	3 0	2 2	3 2	0 0	0 0	1 0	22	8
6	14 0	7 0	3 0	0 0	0 0	3 1	1 0	1 1	5 2	0 0	4 2	0 0	2 0	1 0	41	8
7	1 0	3 2	6 3	4 3	0 0	1 1	6 1	3 1	13 12	0 0	0 0	0 0	2 0	1 1	40	25
<b>Tot</b>	<b>16 0</b>	<b>15 2</b>	<b>18 7</b>	<b>7 3</b>	<b>13 6</b>	<b>10 4</b>	<b>13 3</b>	<b>6 3</b>	<b>27 15</b>	<b>6 4</b>	<b>13 7</b>	<b>2 0</b>	<b>10 2</b>	<b>10 2</b>	<b>166</b>	<b>58</b>

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

Div	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19
	Mem RP													
1	1 0	1 0	0 0	1 0	2 0	2 1	1 0	2 0	4 1	0 0	0 0	1 0	3 0	0 0
2	4 0	3 0	1 0	2 0	3 1	3 1	8 2	3 0	2 0	4 0	0 0	3 1	1 0	2 0
3	0 0	1 0	0 0	1 0	0 0	0 0	2 0	0 0	0 0	3 0	0 0	0 0	1 0	2 0
4	4 1	4 1	4 0	10 1	10 0	6 0	14 0	10 1	10 1	5 0	4 0	6 0	5 0	7 0
5	2 1	2 0	2 0	1 0	0 0	2 0	2 0	2 1	3 0	1 0	1 0	1 0	1 0	7 0
6	3 0	2 0	2 0	2 1	3 0	6 0	0 0	4 0	10 0	4 0	9 0	1 0	2 0	0 0
7	0 0	3 0	5 1	13 3	6 0	6 0	6 0	4 0	9 1	7 2	7 2	5 2	2 0	15 0
<b>Tot</b>	<b>14 2</b>	<b>16 1</b>	<b>14 1</b>	<b>30 5</b>	<b>24 1</b>	<b>25 2</b>	<b>33 2</b>	<b>25 2</b>	<b>38 3</b>	<b>24 2</b>	<b>21 2</b>	<b>17 3</b>	<b>15 0</b>	<b>33 0</b>

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

Div	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19
	Mem RP													
1	0 0	1 0	1 0	0 0	1 0	1 0	2 1	1 0	1 0	4 1	0 0	0 0	1 0	2 0
2	1 0	3 0	3 0	1 0	1 0	3 1	3 1	8 2	3 0	2 0	4 0	0 0	3 1	1 0
3	0 0	1 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 0	0 0	0 0	1 0
4	7 2	4 1	4 1	3 0	10 1	6 0	4 0	11 0	8 1	10 1	5 0	2 0	6 0	3 0
5	2 0	2 0	2 0	2 0	1 0	0 0	1 0	2 0	2 1	3 0	1 0	1 0	1 0	1 0
6	0 0	2 0	2 0	2 0	2 1	3 0	4 0	0 0	4 0	10 0	4 0	7 0	0 0	2 0
7	0 0	3 0	3 0	3 0	13 3	3 0	6 0	4 0	1 0	7 1	7 2	5 2	5 2	2 0
<b>Tot</b>	<b>10 2</b>	<b>16 1</b>	<b>16 1</b>	<b>11 0</b>	<b>28 5</b>	<b>16 1</b>	<b>20 2</b>	<b>26 2</b>	<b>19 2</b>	<b>36 3</b>	<b>24 2</b>	<b>15 2</b>	<b>16 3</b>	<b>12 0</b>

# Achievement Program Report

Jack Hamilton, MMR, AP Chair

## Reminder – Again and Again and Again

If you have a layout but have not yet invited your Division AP Manager or a member of the Evaluation Team to stop by and take a look at your efforts, you are missing out on the benefits of a great program. If you have one or more modules that you are setting up for a show, make sure one of your fellow members completes a Golden Spike Evaluation. **Give it a try — you might just like it.**

## Awards Earned

Since the last report we have had a number of earned awards :

**Richard Bide** earned a Golden Spike  
**Lee Chessman** earned a Golden Spike  
**Jerry Barsness** earned a Golden Spike  
**Peter Heppler** earned a Golden Spike  
**Michael Murphy** earned a Golden Spike  
**Burr Stewart** earned a Golden Spike  
**Bill Voogd** earned a Golden Spike  
**Frank Wilhelm** earned a Golden Spike  
**Daniel Wise** earned a Golden Spike

The following members have earned Merit Awards for their work:

**Burr Stewart** earned a Merit Award for Scenery

The following members have earned Achievement Program Certificates:

**Steve Hauff**—Chief Dispatcher  
**Paul Vaughn**—Chief Dispatcher  
**Burr Stewart**—Master Builder – Scenery; Model Railroad Engineer – Electrical  
**Doug Burton**—Master Builder – Structures  
**Alex Brikoff**—Association Volunteer

**Congratulations to all. Well Done!**

**If you ain't havin' fun, you ain't doin' it right!**

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## Contest Program Report

Christopher Jones, Contest Chair

During the last PNR Convention at Cranbrook, the PNR Contest Chair, John DeSteeze asked me if I would take on the job. After some thought and approval from my wife, I said yes. That said, many thanks to John for all his work and giving me the opportunity to serve PNR in this capacity.

I have spent the last eight years as the 1st Division Contest Chair. We have had entries kit-built, scratchbuilt, kitbashed, and super detailed. The age of the modelers ranged from 11 to 80+ years old.

As my first order of business, to all division contest chairs, please send contest reports to me to be included within future *Switchlists*.

The upcoming 2020 PNR Convention will be held in Eugene, Oregon. Ed Schaenzer and I will co-chair the contest and contest information can be found on the convention website: [www.maketracksto Eugene.com](http://www.maketracksto Eugene.com).

**As a side note, off the contest topic:** A room over 4,500 sq. ft. in area will be available for the display and operation of layouts for all who wish to participate. If interested, please contact me at: [llandcij@aol.com](mailto:llandcij@aol.com)

# Division Reports

## 1<sup>st</sup> Division

Rich Pitter, Superintendent

First Division held its fall mini-meet in Albany, Oregon, hosted by Charlie Hutto. The meet included a People's Choice model contest and discussion of our upcoming PNR Convention in Eugene. The convention website for registration and hotel accommodations, [www.maketracksto Eugene.com](http://www.maketracksto Eugene.com), is in final construction phase and should be up and running by mid-November. The main feature of the mini-meet was a demonstration by Charlie Hutto of steps he takes in building an N scale *Fast Tracks* turnout. Ed Schaenzer (On30) and Rich Pitter (HO) commented on their turnout assemblies. Ed noted that *Fast Tracks* turnout assembly is now considered scratch building by the NMRA Achievement Program.

Afterwards, we had a Merit Award evaluation and held a Committee Meeting. Dean Seehawer was appointed to fill the vacant Director position. We will not hold a spring mini-meet because we are hosting the PNR Convention at that time. Christopher Jones will host a mini-meet, perhaps in June, at the Coos County Fairgrounds in Myrtle Point. Paul West will host a mini-meet next fall in Klamath Falls.

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## 2<sup>nd</sup> Division

Jeff Shultz, Superintendent

Second Division is changing to a quarterly meet format, and our first quarterly meet was X1019 West on October 19th at the Garden Home Recreation Center in SW Portland. We set a new record with four MMR's in attendance, and one of the presenters, Max Magliaro, is only two AP certificates from his MMR as well. Max's presentation was on scratchbuilding N scale Northern Pacific flatbed log cars and, as always, his work was impressive. It was evaluated towards completing one of those last two certificates. Robert Leatha showed how he used plastic fern garlands from craft shops to create an impressive assortment of evergreen trees. Jeff Shultz presented an experiment he is conducting on computerizing his car cards and way-bills, by using NFC RFID stickers, a PHP/MySQL database, and a smart phone. A lively discussion of the pros, cons, and pitfalls of this idea followed. As a method of improving attendance, 2nd Division purchased \$150 of gift certificates to a local train store and awarded them as door prizes. Eight lucky attendees went home with some hobby money in their pocket.

2nd Division's next meet is scheduled for February 22, in the afternoon. Location TBD.

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## 3<sup>rd</sup> Division

Jerry R. Thomas, Superintendent

Summer brought two conventions near our division. Several members went to the regional in Cranbrook and the Salt Lake City convention was heavily attended. Many division members were quite motivated by the experiences. Members Robert Parrish and Andy Doll scored awards at the national convention. Also, I was delighted to receive my first merit award at the regional convention.

Our division had a successful Fall Meet in Boise. Three layouts were on display after a morning of many activities. We had a contest and display models, silent auction, operating trolley layout, business meeting, twenty pictures, and an electrical symposium led by Robert Parrish. Members enjoyed the conversation accompanied with the sodas, coffee, and doughnuts. The division continues to hold monthly business meetings and monthly Saturday mini-meets.

Our convention committee, led by Stephen Loop, continues to move forward with its plans for *Idaho Rails 2021*. This will be the site of the PNR Regional Convention on June 16–20, 2021, at the Doubletree Riverside Hotel in Boise, Idaho. Our ladies are also planning exciting non-rail diva activities. Those who attended in 2013 may remember our non-rail and diva activities. We will be staffing a booth at *Make Tracks to Eugene* on April 21–24 at the River Valley Inn to share more information.

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## 4<sup>th</sup> Division

Russ Segner, Superintendent

The third quarter in 4D has been very busy. Several local train shows have already been held, including Lynden and Maple Valley. We are getting ready for a Thanksgiving weekend show at The Museum of History and Industry (MOHAI) in Seattle. Planning is well along for our annual show at the Pacific Science Center January 18, 19, and 20.

The Boeing Employees Swap Meet is November 9 at The Kent Commons and the Monroe Swap Meet will be February 22 and 23. We will have membership booths at all these activities. A new feature this year is a Diorama Contest at the Boeing Meet with the best entries to be displayed in January at the Pacific Science Center in Seattle.

Planning has begun on the 2022 PNR Annual Meet which the 4D will host. Many of our membership are also working on the 2022 National Narrow Gauge Convention which will be held in the Seattle area. Our 4D Spring Meet will be held in North Seattle next year.

Finally, with sadness, we want Membership to know of the recent passing of **Gene Swanson**. Gene was in charge of our Tacoma Clinic for many years and was this year's recipient of our Golden Grab Iron Award. His fine modelling skills show well at the PSMRE layout on Level 5 of the Washington State History Museum in Tacoma. Gene was an inspiration and he will be missed.

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## 5<sup>th</sup> Division

Bill Fassett, Superintendent

### Fall Train Shows

The 5th Division supported two train shows this fall, as is our usual custom. The 40th Train Show & Swap Meet in Missoula was held on September 15 at a new location, Sentinel High School. The show was very well attended and we were able to connect with members from throughout the division. The Spokane Model Train Show was held on October 13, and we understand from River City Modelers that a record number of vendors and attendees for the fall show enjoyed themselves. A very large Free-Mo layout was assembled, and a Free-MoN layout was also presented.

### Inland Northwest Rail Museum

Members of the 5th Division continue to volunteer and partner with the [Inland Northwest Rail Museum](#) in Reardan, Washington, which itself is an NMRA sustaining member. Over the summer, Division 5 member Nathan McCorkle received the 2019 Volunteer of the Year Award from the museum, largely for his herculean efforts as part of the crew that repainted and refurbished NP coach #589 and UP sleeper "American Scene" on display at the museum. The museum is also in the process of receiving a donated layout that features both O-scale and HO-scale operations. In particular, any members who model 3-rail O-scale and would like to assist in reassembling the layout over the winter should contact the Superintendent.

### In memoriam, Charles V. Mutschler, PhD

The museum and its members were joined by NMRA members in mourning the passing of Dr. Charles Mutschler, railroad historian, NMRA Life Member, and Dean of Libraries at Eastern Washington University. He was killed in a one-car accident in March on the evening after his attendance at the Spokane Train Show. Charlie was a significant resource on railroad history and author of books about Spokane's street cars and mining railroads in Montana. Recently, Division 5 members assisted in packing and moving Dr. Mutschler's railroad historical collection and his model railroad equipment to the museum following its donation by the Mutschler family.

### AP program

The Division is again looking for an AP Program Chair. Joel Goldberg respectfully requested to retire from the job upon his 88th birthday and continuing duties as a reserve officer for FEMA. In the meanwhile, the Superintendent is performing the role as best as he can. We have begun a deliberate program of identifying members with home layouts or modules that have not yet been evaluated for the Golden Spike or other AP certificates. We were able to award seven Golden Spike Awards at the Fall Spokane Train Show to members who displayed qualifying Free-Mo or Free-MoN modules. In addition, we followed up at the end of October by visiting a member's home and awarded the 8th Golden Spike for 2019. Any member of Division 5 who has a layout or module that meets the [Golden Spike Award criteria](#) (see the NMRA website for details) is urged to contact the Superintendent and we will arrange a visit.

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## 6<sup>th</sup> Division

Ed Molenkamp, Superintendent

As winter is approaching once again, we start to think of the projects that have accumulated on our workbenches. It is good to look forward to this quieter time but the spring show circuit is just around the corner. This is my favourite time of the year as our Division is so large we only get to see some of our friends (modellers) a couple times a year. Some of our shows are located just a short 2-1/2 hours (Calgary) away. Some are up to 9 hours away in Regina and Moose Jaw and of course there are many points in between. My American friends, the 6th Division is made up of both Alberta, Saskatchewan, and The Northwest Territories, which ends up being a lot of ground to cover and I won't even begin to talk about the polar bears.

Membership in the Division is steady and we have a few clubs talking about Insurance once again, which will help the Division with its numbers.

Reflecting back to the Regional convention in Cranbrook, I once again want to thank the committee for all of their hard work and I am looking forward to Eugene, Oregon, in April. Wow. That's just a bit over five months away! Start booking your trips now!

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## 7<sup>th</sup> Division

John Martin, Superintendent

Membership in the 7th Division remains stable although volunteers are always in short supply. As I'm writing this, many of our members are putting the final touches to Vancouver Train Expo (Nov 9–10). A number of new layouts have been added to the 44,000-sq.ft. event and we're hoping for attendance to break through 6,500 this year. It's also time for our AGM. I am extremely grateful to all the individuals involved in managing the 7th Division for their effort on behalf of our membership. This year, it is important to recognize the service of two gentlemen in particular:

Dan Rowsell – our Assistant Superintendent has decided to step down. We have greatly appreciated Dan's advice and many contributions over the past four years.

John Stevenson – has decided to end his 5-year term as Bulletin Board Editor. His efforts have resulted in a first-class publication that has done credit to the 7th Division and its members. You can see his work at <http://7divpnr.ca/node/37>.

We have all benefitted from the time these two men have devoted to the Division and to our hobby. They are to be commended and thanked most sincerely.

Dates for the annual Railway Modellers Meet of BC have been set as 22–24 May 2020 and we would like you to join us for one of the premier events in the Pacific Northwest. See <http://railwaymodellermeeetofbc.ca/>

Finally, I know it's early, but Merry Christmas to you all from your friends in the 7th Division.

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**The *NMRA eBulletin* comes out every other month**

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# PNR Interchange

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

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

**WANTED:** 12" to 36" piece of Micro Engineering O scale code 100 track. Needed for dual-gauge interchange on my 40" x 60" Dayton, Sheridan & Grande Ronde On30 layout. Email [radioprof@comcast.net](mailto:radioprof@comcast.net) if you have something available.

**FOR SALE:** 3-rail O-gauge locomotives, rolling stock, track, and structures. E-mail to [rrbill10@comcast.net](mailto:rrbill10@comcast.net) for a pdf or send an SASE to Bill Pyper, 4406 21st Court SE, Olympia, WA 98503 for list with pictures.

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

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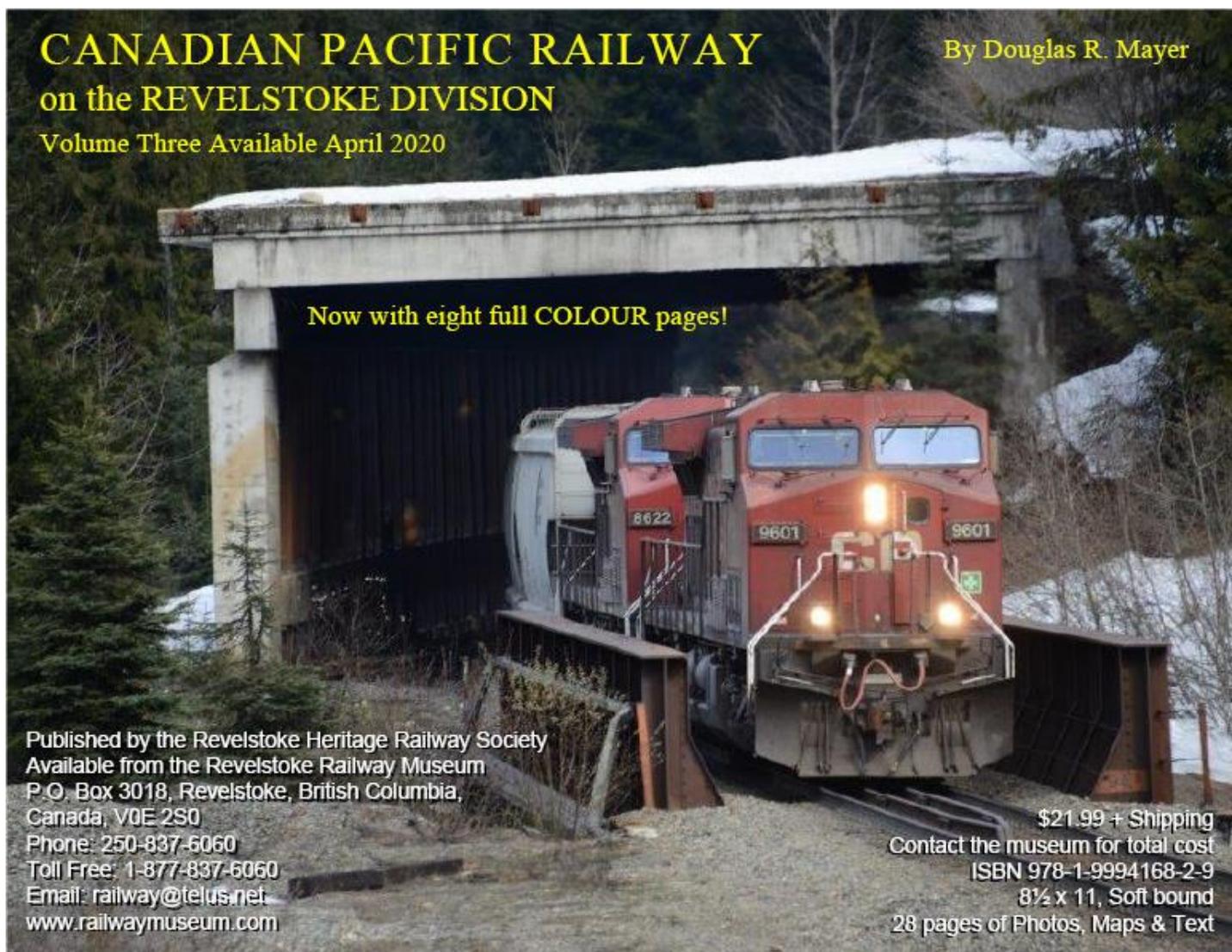
Looking for prototype or historical photos, track diagrams, or other information?

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

## Canadian Pacific Railway on the Revelstoke Division - Volume Three

Doug Mayer is a long-standing, accomplished, and respected member of the 7th Division. Doug has produced two books already in this series and the third is on its way for delivery next April.

Proceeds from book sales go to the [Revelstoke Railway Museum](#). Doug has done considerable work for them in the past and continues to do so.



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## Partnership Program

NMRA members can log in at [www.nmra.org](http://www.nmra.org) and click on the Benefits tab to view the NMRA Partnership Program. Please patronize all of our partners for some fantastic discounts as an NMRA member!

# Timetable

To add your events or activities to the Switchlist Timetable, PNR Train Orders (regular member email), or to the PNR webpage, contact the Timetable Editor, Mark Johnson at (780) 436-2480, [timetable@pnr.nmra.org](mailto:timetable@pnr.nmra.org)

## 2019

### Nov 9 (Sat), 16, 23, 30, Portland, OR

Mt Hood Model Engineers Fall Open House. 5500 SE Belmont S, basement level. Noon till 5 p.m. 40-year+ club with many updates. Nov 9th: Modern equipment; Nov 16th: Members pride; Nov 23rd: Steam; Nov 30th: Mt Hood equipment. Info: [mhmeng@aol.com](mailto:mhmeng@aol.com) or [www.mthoodmodelengineers.org](http://www.mthoodmodelengineers.org). Facebook: Mount Hood Model Engineers Club

### Nov 30–Dec 1, Central Point, OR

42nd Annual Rogue Valley Railroad Show, Thanksgiving Weekend, at the Jackson County Expo, 1 Peninger Road, Central Point, OR. Show hours: Sat 10–5, Sun 10–4. Adults \$5, 6–12 \$1, 5 and under FREE with adult. Railroad displays, operating layouts and exhibits, Operation Life Saver, swap meet, raffles, and more. Info: Email [Roguevalleyrailroadshow@gmail.com](mailto:Roguevalleyrailroadshow@gmail.com), or call Bruce K 1-541-613-1638.

### Dec 7 (Sat), Rickreall, OR

WVMRC annual Railroad Show and Swap Meet: Polk County Fairgrounds, 520 S. Pacific Hwy. West (Hwy 22 and Hwy 99W 10 miles west of Salem). 9:30 a.m.–2:30 p.m. Over 100 tables, all scales of trains. Admission: Adults \$5, children under 12 free, 8-ft. tables \$30 each. We try to have a large variety of trains and railroad items available to purchase; over 100 tables, (all scales of trains). The parking is free and the site is handicapped accessible. This is our 21st show at this site and everyone has been pleased with the selection and prices. Info: Judy MacInnes, 503-581-6071, [macinnej@msn.com](mailto:macinnej@msn.com), [www.wvmrm.webs.com](http://www.wvmrm.webs.com)

### Dec 14 (Sat), Spokane, WA

River City Modelers open house, 1130 E. Sprague Ave., Spokane, WA 99202. Open from Noon to 4 p.m. Visit the River City Western HO scale model train layout. The 45 x 40 ft. two-level layout is a work in progress. Much of the scenery is completed, track work is mainly done and now the details are being worked on. There are approximately 19 scale miles of mainline track. Contact 509-535-3462 for more information or check out the new website: [www.rivercitymodelers.org](http://www.rivercitymodelers.org).

## 2020

### Feb 22 (Sat), TBD, OR

2nd Division meet. Info: [www.2dprn.org](http://www.2dprn.org)

### Feb 22–23, Monroe, WA

United Northwest Model Railroad Club and Snohomish County 4-H Foundation present: 29th Annual Washington State Model Railroad Show and Marketplace, Evergreen State Fairgrounds, Monroe, WA. Saturday 10 a.m.–5 p.m., Sunday 10 a.m.–4 p.m. Operating model railroads, clinics, demonstrations, swap meet tables, food vendors, and more! Proceeds benefit Snohomish County 4-H Foundation. [www.facebook.com/unwclub](http://www.facebook.com/unwclub) [www.unwclub.com/unwshow.html](http://www.unwclub.com/unwshow.html)

### Mar 7-8, Spokane, WA

River City Modelers open house, 1130 E. Sprague Ave., Spokane, WA 99202. Visit the River City Western HO scale model train layout. The 45 x 40 ft. two-level layout is a work in progress. Much of the scenery is completed, track work is mainly done and details are being worked on. There are approximately 19 scale miles of main line track. Open from 4 to 8 p.m. Saturday and Noon to 4 p.m. on Sunday. Contact 509-535-3462 for more information.

### Mar 8 (Sun), Spokane, WA

The Spokane Train Show — Sponsored by the River City Modelers, 9:30 a.m. until 3:30 p.m. at the Spokane County Fair & Expo Center, Ag A, B, & C Buildings, 404 N. Havana St. \$6 admission; 12 and under free. Over 200 tables of railroad-related items for sale: model and toy trains, photographs, books, toy autos and trucks, bridges and buildings. Train memorabilia: old lanterns, signs, china, linen, switch locks and keys, and more. There will be several operating train layouts in N, HO, S, and G scales. There will be a LEGO train layout, very large Free-MO HO layout and Operation Lifesaver will be there too. Back again at this show will be the WTrak wooden layout for kids to play with. Free parking! FOR TABLE RENTAL OR GENERAL INFORMATION: Contact: SHIRLEY SAMPLE, P.O. Box 3065, Spokane, WA 99220; call 509-991-2317, 509-292-8332 OR EMAIL: [shirley@busnws.com](mailto:shirley@busnws.com)

### Mar 14 (Sat), Portland, OR

Willamette Model Railroad Club Swap Meet 9:30 a.m. to 3 p.m. at the W.D. Jackson Armory, 6255 NE Cornfoot Rd, Portland, OR 97218. Over 115 tables of Model Railroad equipment in all Scales, Railroad Memorabilia, Books, Photos and More. Admission \$5.00, under 12 free. Free parking. Info: Brigg Franklin [wmrswapmeet@gmail.com](mailto:wmrswapmeet@gmail.com) (360) 241-5908.

### Mar 28 (Sat), Boise, ID

3rd Division NMRA Spring Meet, Shepherd of the Valley Lutheran Church, 3100 S. Five Mile Rd, Boise, ID 83709 (Victory and Five Mile). Registration: 8:30 a.m. Info: Chris Mesa [cmesa57@gmail.com](mailto:cmesa57@gmail.com)

**Apr 18–19, Calgary, AB**

Supertrain 2020, Canada's Largest Model Train Show. 9 a.m. to 5 p.m. both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. Free Parking at McKnight-Westwinds C-Train Station with free shuttle. Adult \$15; under 16 free. Over 70,000 sq. ft. of operating layouts, exhibits and displays, railroad artists, hobby shops, model manufacturers, demonstrations, clinics, museums and railroad historical associations, Lego and Thomas Play Area, garden railways, ride-on trains, and much more. Info: [www.supertrain.ca](http://www.supertrain.ca) or email to [info@supertrain.ca](mailto:info@supertrain.ca)

**Apr 21–24, Eugene, OR**

First Division will host the NMRA Pacific Northwest Region Annual Convention at the Valley River Inn. Info: [pnr.nmra.org/1div/Eugene2020/home.htm](http://pnr.nmra.org/1div/Eugene2020/home.htm)

**May 15–17, Camrose, AB**

Battle River Rails, 6th Division, Pacific Northwest Region, National Model Railroad Association convention. Host hotel is Le Chateau Hotel, 3911 48 Ave., Camrose. Le Chateau is a newly renovated hotel that is close to Evraz Camrose Works for the prototype tour and Camrose Railway Station. Besides the Evraz tour, four layout tours have been arranged and clinics are planned. Registration: \$60 (early bird) before March 15, 2020, \$70 after March 15. Barbecue May 16 is \$15, banquet May 17 is \$25. Deadline for registration is May 1, 2020. More information will be posted as it becomes available.

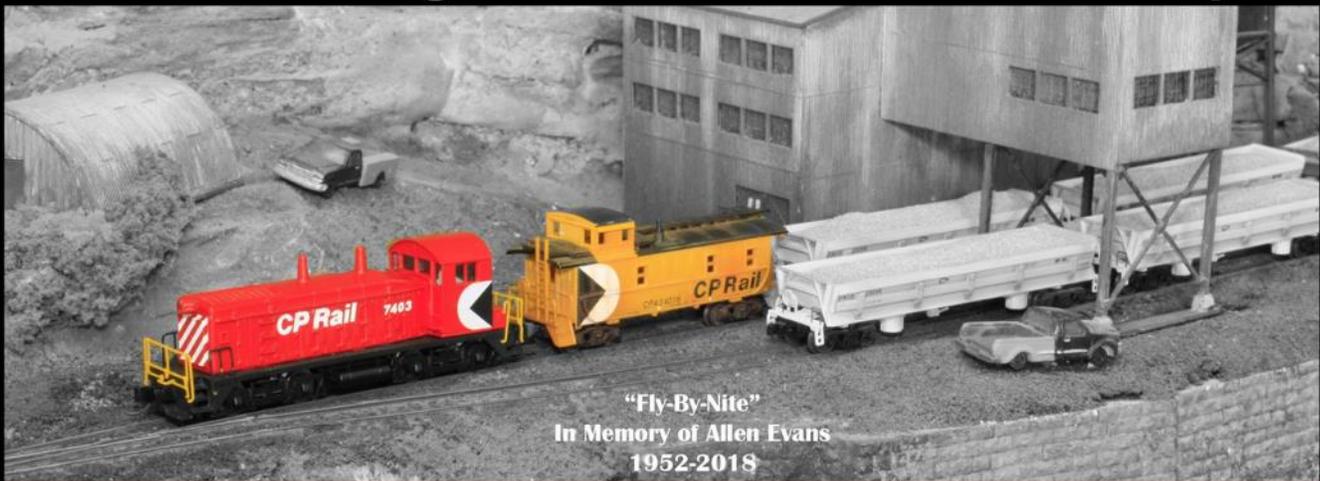
**May 16 (Sat), TBD, OR**

2nd Division Annual Meeting. Info: [www.2dpnr.org](http://www.2dpnr.org)

**May 22-24, Burnaby, BC**

Railway Modelers Meet of British Columbia (RMMBC) at Simon Fraser University. **\*\*New Dates\*\*** The emphasis is primarily on "modelling," as the name implies, with many interesting clinics, layout tours, and operating sessions. Full information and registration is at: [railwaymodellermeeetofbc.ca/](http://railwaymodellermeeetofbc.ca/)

# United Northwest Model Railroad Club and Snohomish County 4-H Foundation Present: 29th Annual Washington State Model Train Show & Marketplace



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1952-2018

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**February 22nd & 23rd, 2020**

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Sunday: 10:00 am to 4:00 pm

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Boeing Employees Model Railroad Club  
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Esprit de Corps 4-H F-Trak Model Railroad Club  
Bremerlins Northern Model Railroad Club  
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Northwestern Pacific Z-Scalers Club  
Moose Creek Logging Company  
W-Trak Modular Wooden Railway  
Whitney Island Model Railroad Club  
Mary's Big Circus  
BabyGrumps Layout

NMRA 4th Division H-Railers Group  
NMRA 4th Division HO Modular Group  
NMRA 4th Division N-Trak Modular Group  
NMRA 4th Division Omni-Barl Modular Group  
National Model Railroad Association  
Jet Jordan's "Seattle Tribute" N-Scale Layout

Puget Sound LEGO Train Club  
Pacific Northwest On30 Modular Club  
Stillaguamish Pacific Railroad  
Puget Sound Garden Railway Society  
National Railway Historical Society  
NW Public Transportation History Museum  
Operation Lifesaver

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# Pacific Northwest Region Staff

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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

