



The Switchlist

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

November 2016

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			Accomplished 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
 at: Reserve
 Time: 7:15 AM Throttle: 0
 Next Yard: St. Rose, LA
 Draw Maduro
 Origin: Reserve, LA
 No: 7-027
 Destination: St. Rose, LA
 UP 2700 Cabin: 199044



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

Train No. 350/p Engine No. 470/p Station 1-3-18 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	72		

Unloaded at 3600 hrs
 Temp 70
 Fuel OK
 Tools OK

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N.P. 1004
 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. 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

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. 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.

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Yes...November!

Well, here it is Fall already., and November is National Model Railroad Month. So now that the lawn mowing and other outdoor home maintenance activities have shut down for the next



few months, I hope you can find time to build one of those kits that's been languishing on the shelf or engage in layout construction, operations, railfanning, and of course promoting the hobby in your community. Here are some promotional ideas from the NMRA National website:

- Have a layout open house for your neighbors...just distribute flyers to several dozen houses near yours telling them you have a model railroad in your home, and this would be a great opportunity to sneak a peek.
- Take a train to work – bring a model to your workplace and put it in a spot where your co-workers can get a good look at it. If you're really ambitious, bring a different model every week...or every day!
- Hold a clinic or two at your local public library. Contact the library, tell them what you're doing, and book a time on a weekend or evening. Then hold a "How to get started in model railroading" clinic by showing pictures and having models that they can see and touch.
- Take a few dozen photos of your layout with your smartphone, then show them to your friends and co-workers. Tell them it's easy to get started in model railroading, and explain how much fun it is.

President Jack Hamilton and VP Shirley Sample are now at the helm of our Region. They and the Division Superintendents will be guiding us over the next few years. Many thanks to our leaders' dedication of time, energy, ideas, and personal resources in this endeavor.

In the August edition of *The Switchlist*, I had mentioned Dirk Kruysman was stepping down from the PNR Treasurer position that he had held for many years. As you may have heard just a couple weeks later, we received the sad news of Dirk's sudden passing. On page 3 of this edition, we have passed along sentiments offered by several members who knew Dirk over the years. Thanks to all for sending your kind thoughts, remembrances, and expressions of sympathy to Dirk's family on behalf of the PNR membership.

This edition of *The Switchlist* includes articles written by PNR members Bob Parrish and Tom Waters, both from the 3rd Division. I hope you enjoy them. And I'd like to take this opportunity to solicit the entire PNR membership for more articles to share. They don't have to be elaborate in detail or length or polished. Bob blended his keen skills of observation, technical writing, wit, and a bit of humor into information I'm sure you will appreciate on a number of levels. As Tom did, you could write a brief summary with a photo or two based on a railroad-related "experience" you had while on vacation.

The 2017 PNR convention, [Spokane Falls Express](#), is taking shape thanks to the 5th Division's hard work. Preliminary information is on the website. Take a look there and in Gary Thurow's 5th Division report (page 11).

As always, please check out the upcoming events listed in the Timetable (page 13) and also on the PNR website. And, it's not too early to start thinking about a model you want to display, have AP evaluated, or be judged in the contest at the Spokane Falls Express in June.

Greg Kujawa, Editor

PNR News and Announcements

Passing of Dirk Kruysman

Ed Liesse and Other PNR Members

In case you have not yet heard, our newly retired Treasurer, Dirk Kruysman, had a heart attack and passed away on August 28. We all lost a great friend and a true gentleman! A memorial service was held on September 7 in Roseburg, Oregon. I've included several links I got from members in the 1st Division telling about some of the things Dirk was involved with along with some background about him. An excerpt from his obituary is below. – Ed Liesse

<http://kpic.com/news/local/roseburg-honors-veterans-at-ceremony-celebrating-end-of-wwii>

<http://kpic.com/news/local/world-war-ii-veteran-we-had-no-thought-of-ever-coming-home-until-things-were-won>

Dirk Pieter Kruysman of Roseburg, Oregon, passed away on Saturday, August 27, 2016, at the age of 82. He was born July 7, 1934, in Amsterdam, Netherlands, son of Pieter Dirk and Marie W. (Klein) Kruysman. Dirk proudly served his country while in the US Army. He is survived by his wife Mary (Havelly), who he married on August 7, 1955 in Myrtle Creek, Oregon. He also leaves a sister, Norine Grena, and her husband Don of Las Vegas, Nevada; and a brother Ted Kruysman, and his wife Nancy of Eugene, Oregon. Dirk has numerous cousins, nieces and nephews.

A memorial service [was] held at the Roseburg National Cemetery at 2:00 p.m. on Wednesday, September 7, 2016. Military rite [was] offered by his comrades of the Veterans of Foreign Wars, District Twelve Honor Guard. A reception followed at the VFW Hall, 1127 N Walnut Street in Roseburg. Memorial donations in Dirk's name can be made to the VFW Honor Guard or the Meals on Wheels. Arrangements are under the direction of Taylor's Family Chapel.



Photo courtesy of Taylor's Family Chapel (Mortuary), Roseburg, OR

Dirk's passing is a real loss to the Region. I always enjoyed a conversation with him at the Region meets. Rest in peace Dirk. – Richard Sutcliffe

Dirk was the Treasurer for many organizations including First Division and the Umpqua Valley Model Railroad Club and was very active in Veteran's Affairs. I have known him for many years and was impressed with how much he gave to the community. He will be missed by all who knew him. – Nick Lehrbach, Roseburg, Oregon

I was very saddened to read your e-mail regarding Dirk. We have lost a very good friend, and a great help to all of us, both in the hobby and on the PNR Board. His presence will be greatly missed. – Gary Thurow

I will miss my Dutch friend. I am sure glad he was in Salmon Arm this past June and I was able to chat and shake his hand once again. He was a good and steady PNR leader and yes he will be missed. – Ed Molenkamp

I was deeply saddened to receive the news of Dirk's passing. I have had the privilege of knowing this fine gentleman for many years and recognize the great loss we in PNR suffer now that he is gone. In addition to the incomparable service he gave to our organization, he was a good friend to many of us. He never refused my invitation to be a contest judge at PNR conventions. In fact, he served in this way as recently as this past June in Salmon Arm. I am grateful for this one last occasion to enjoy his fellowship and all his other fine qualities. Please add me to the list of those who will miss him. – John DeSteele

Spokane Falls Express 2017

The 2017 PNR Convention, the **Spokane Falls Express** is scheduled for June 7–10, 2017, in Spokane, Washington. The convention committee has established a [website](#) with preliminary information posted. This includes hotel information and registration, the preliminary schedule, tours, clinics, and convention registration. Note: Both the on-line option and hard copy mail-in form are now available. See Gary Thurow's 5th Division Report in this newsletter.

Be sure to visit the website for the most current information and start making your plans to join your fellow PNR members in Spokane this coming June!



Attention!

NMRA Membership Renewal Using the Internet

Ed Liesse, PNR Office Manager

If you use the internet for renewing your membership at NMRA.org, be sure you're signed on with the email address on record with the NMRA. For example, if you have your wife, girl friend, best friend, son, daughter, etc., do it for you, their email address may become your email address of record! When the form is filled out and sent to NMRA, it shows the email address of the sender. They compare that address to what is currently in their record for you. If it's different, they assume you've changed your email address and change it accordingly in their records. If you do not want that email address to be used for your email address, add a note to the form telling them not to change (or add, if you didn't have one in the records) the address in the membership records. That may save a lot of problems later!

Treatise on Electrical Smoke

Bob Parrish, 3rd Division

Everyone has heard the gag about how electrical stuff runs on smoke. There are any number of punch lines about how nothing works when the smoke leaks out and, additionally, what it might take to make the smoke leak out. I know that I have found some very creative ways to causing such a leakage and some methods that even years later I still find myself confounded at what I may have done to precipitate a catastrophic condition.

But now, after all this time, I have made a new discovery regarding the nature of electrical smoke. Smoke is compressible. In fact, it is highly compressible. As yet there seems to be no measuring system, unit scale of measurement, or pressure gauge that might indicate what may be held within an electrical wire or component. Further there is no linear measurement of a component that will offer any corollary to potential volumetric capacity.

There does seem to be a series of precipitating conditions that do have some effect on rate and volume of liberated smoke; however, there still appears that there is no thoroughly consistent way of prediction.

With that, I will examine what appears to be (hereafter called) Volumetric Contributing Factors, or VCF's.

Materials: Often when a failure occurs, the wire seems to survive and only the insulation has been rendered to some manner of history. The type of plastic or rubber material has a great impact on visible and olfactory results. Modern chemistry and the petro-chemical industry seem to have a myriad of materials at hand and are inventing new materials at such a rate that no suitable rating system can be developed.

Printed circuit boards also have a contributing part in both visible and olfactory results. Printed circuit boards, however, seem to be able to sustain much higher pressures of smoke than wires. Research is going on at this time that would determine the difference in the hard surface nature of the board vs. the inflatable balloon-like nature of insulation. The thinking of the research is whether the surface tension of the insulation causes premature failures at lower pressures. To date, there is no data on the maximum pressure that a PC board can withstand.

Applied Voltage: There seems to be a corollary with the height of the voltage and the speed or sharpness of the onset of smoke liberation. To clarify, high VCF. There is additional evidence that lower voltages have an inverse relationship to Amperage issues (see below).

Available Amperage: This factor seems to have an effect on the visual nature of the onset. Sparks, flashing, and visible lightning bolts have been observed by the author on this issue. The limiting factor seems to be the available source of current but even then, there seems to be a variable of excitement based on the initiation of the failure. Specifically, copious VCF.

Olfactory Results: There is no measurement for this liberated material but it is particulate and seems to permeate far and wide. The best measurement of this attribute seems to be the “Spousal Dissatisfaction Coefficient”. To state another way, VCF of elephantine proportions.

The ordination of measurement is as follows:

“Bob, what are you doing?”

“Bob, what’s burning?”

“BOB! Are you trying to kill us?”

“I’m calling 911 now!”

I will further attempt to establish a visual ordination of volumetric liberated, attention-getting material:

“Oops”

“Oh that ain’t good”

“Wow!”

“Damn”

“Damn, Damn!”

An additional level has occasionally been identified by observers close by the event:

“That’s going to be expensive!”

Conclusion: There is every evidence that the amount of smoke contained in electrical wires and components has no external method of gauging or pre-calculating; therefore, smoke must be compressible.

There you have it.

See Ya!

Bob

Tucson, Cornelia & Gila Bend Railroad Caboose #15

Tom Waters, 3rd Division

Photos by Author

The T.C.G. caboose #15 was built by the Phelps Dodge Mining Company shops in 1944 to AAR specifications. It operated on the 43-mile TC&GB Railroad from 1944 through 1985 between Ajo and Gila Bend, Arizona.

More than just a caboose, besides being the office for the conductor, it also carried up to six passengers and provided limited freight service. Passenger fare was 0.97 cents one way and \$1.94 round trip. And children rode for half price. Passenger counts averaged 350 annually.

The unique configuration for the #15 includes both men’s and women’s toilets, an ice cooler, drinking water, and side doors for freight. You are welcome to climb aboard and experience the interior of this beautifully restored caboose.

The #15 was donated to the Arizona Railway Museum in Chandler by Phelps Dodge in 2006. Whenever you are in the Phoenix area, be sure to visit this great museum as they have a significant display of railroad cars, maintenance equipment, and railroad artifacts. A historical movie of the TC&GB, that includes scenes of the #15, can be seen on the museum website. For additional information, a photo collection, equipment roster, and operating hours, visit their website at <http://www.azrymuseum.org>.



Officers' Reports

President's Report

Jack Hamilton

The Prez Sez,

This is my first opportunity to thank all of you who were enthused enough to elect Shirley and me to serve as your leadership team for the next couple of years. We will do our best to serve you and move PNR forward.

Over the past several years there has been much said (but little done) about the apparent decline of interest in model railroading and in NMRA membership. Fortunately, we in PNR have done well in maintaining our numbers but have not done so well in increasing our active membership. This is one area I believe we can all direct some attention to and reap some significant benefit for all.

The survival of almost all membership organizations (from Rotary International to your local bowling league) is in question today. Many groups (NMRA included) grew complacent and satisfied with what they were offering to existing and potential new members because it seemed to work. The result, in most cases, has been an aging membership with fewer and fewer members actually participating in organization activities. In model railroading, traditionally a "lone wolf" hobby, the lack of reason to remain active and involved has resulted in a slow withdrawal from the Association while remaining a part of the hobby. The decline in the number of local hobby stores (especially those with a model railroading theme) has also resulted in fewer places for modelers to meet and socialize and has eliminated the "frequent gathering" opportunities essential to the fabric of our organization. With that in mind, it is time for us to modify what we offer and how we do business to keep what we have and to offer a more attractive and meaningful experience to model railroaders.

NMRA is, first and foremost, an educational association. Our mission and objective is to provide educational opportunities to members and the public and to aid them in becoming more skilled in our hobby and to gain more enjoyment from their participation. In order to provide educational opportunity, we need to plan and hold activities that support that objective. Best practices in the membership organization "industry" indicate that, if members are not involved in activities on at least a monthly basis, they are not being well served and are more than likely to become dormant and then disappear. In addition, attracting and retaining new members to an organization that seldom comes together to deliver on the education promise is very difficult. Bottom line, we need to find a way to gather as Divisions or perhaps local groups at least once a month and to offer our members benefits during those monthly activities.

Before you raise objection to the monthly activity concept, give the idea time to settle in and look at the advantages rather than all the reasons why it won't work. I would emphasize "local groups" as a way to make the monthly idea work in those Divisions that have members spread across a wide area or who are isolated by winter travel restrictions. I have done a study of 7D and 2D and have determined that the majority of the members in those two Divisions live in clusters (mostly around significant urban areas) that allow gathering with less than 45 minutes of travel to a common site. The "local group" approach is working well in 4D and will be equally successful in other Divisions. Yes, it does mean that more members will have to become engaged but the benefits of getting together and sharing with each other outweigh the actual level of effort necessary to make it work.

If you are concerned about having sufficient "clinicians" available to support monthly activities, first look among your group to find who would serve well. Then consider the idea of the "traveling clinician" where the clinic come to the people rather than the other way around. You might be surprised who might answer the call if asked. Don't let group or Division boundaries stifle the search. Another source is the video clinics available on the NMRA website. Of course, if a monthly activity is actually a layout visit day or an operating session, those also work well. What is most important is to find a way to bring your members together monthly while making it both educational and fun. Once you do that, you will also have a quality program that you will be proud to invite visitors and potential members to participate in.

For the good of the hobby,

Jack

Vice-President's Report

Shirley Sample

I would like to thank those who voted for me to assume the office of Vice President. My hope is to work with President Jack Hamilton on recruiting new members and maintaining membership in the PNR.

The annual PNR convention will be in Spokane, Washington, this year, starting with the BOD Meeting on June 7th and

ending with the banquet on June 10th. The committee is busy getting clinics, layout tours, extra fare tours, and contests lined up for the attendees' enjoyment. Looking forward to seeing everyone there, since I wasn't able to attend the 2016 convention in Salmon Arm due to Bob's illness.

Bob is home now and working on building back his strength so he can get up and about. He was able to spend a few hours at the setup of the October train show in Spokane and enjoyed visiting with everyone.

If anyone has any questions of me, feel free to contact me via email - shirley@busnws.com or my cell phone 509-991-2317. If I don't answer, please leave me a message as my cell phone doesn't always work at home.

Wishing everyone a very Happy Thanksgiving, Merry Christmas, and best wishes for a happy and healthy New Year.

2016 Treasurer's Report

Dave Liesse

No report this quarter.

Office Manager's Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months of October 2015 through October 2016.

As you can see in Table 1, our membership was at a high of 1676 a year ago and slowly started a downward trend only to bounce back up in February and then started downward again until starting upward again in October. Some of the downward trend might have been due to Rail Pass members not renewing their memberships at the end of their membership trial time. Part of the increase in membership in February may have been in response to attending many of the train shows at the end of the year. In addition, there seems to be a large number of renewals that occur toward the end of the year and beginning of the next year, many of which come from the members on the 30-day Past Due and the 60-day Past Due reports getting their memberships renewed.

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

We do lose a number of people throughout the year due to death. A list of those who passed away since last October is shown in Table 5 on pages 8-9.

One way we might be able to help some of the members avoid getting on the 30-day and 60-day Past Due reports would be to look at the Expiration Date (Column B) on the Quarterly Report received by the Superintendents and Membership people in the division. Seeing when the member's membership is due to expire and pro-actively alerting him or her to be watching for the membership renewal notice from NMRA may help keep them off the 30-day and 60-day Past Due reports. The renewal notice is usually sent from NMRA about 60 days prior to the expiration date.

Table 1. Membership showing Rail Pass portion by Division

Div	Oct 15		Nov 15		Dec 15		Jan 16		Feb 16		Mar 16		Apr 16		May 16		Jun 16		Jul 16		Aug 16		Sep 16		Oct 16	
	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	104	12	102	11	106	12	105	12	107	11	107	10	107	8	104	5	103	5	106	6	107	6	106	5	106	2
2	258	74	251	73	249	71	242	64	239	58	230	55	199	22	168	1	166	1	165	1	163	2	163	2	164	2
3	90	7	87	6	83	2	83	1	83	0	82	0	86	4	85	4	77	4	74	3	69	2	71	2	74	6
4	546	23	543	23	542	24	539	25	544	22	537	22	544	23	543	15	542	16	531	15	528	14	522	13	526	9
5	203	8	205	8	196	6	200	5	202	6	207	9	202	6	206	6	205	5	203	5	206	5	204	5	201	4
6	175	1	172	2	179	3	181	3	197	3	202	6	203	7	201	9	201	9	199	10	202	8	203	10	207	9
7	300	8	293	7	287	5	290	4	293	3	293	5	321	3	328	7	327	7	331	9	328	8	330	7	329	6
Tot	1676	133	1653	130	1642	123	1640	114	1665	103	1663	107	1662	73	1635	47	1621	47	1609	49	1603	45	1599	44	1607	38

Table 2. New members showing Rail Pass portion by Division

Div	Oct 15		Nov 15		Dec 15		Jan 16		Feb 16		Mar 16		Apr 16		May 16		Jun 16		Jul 16		Aug 16		Sep 16		Oct 16	
	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP	New	RP
1	2	1	0	0	4	2	2	1	4	2	1	0	2	0	1	1	0	0	3	2	2	0	1	0	0	0
2	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	0	4	4
4	5	3	2	1	2	1	3	1	4	2	6	4	8	7	3	1	4	1	0	0	2	0	2	2	3	0
5	2	1	0	0	2	0	4	0	3	1	6	3	1	0	2	0	2	0	0	0	0	0	0	0	0	0
6	3	1	1	1	3	1	1	0	7	0	5	3	3	2	3	2	0	0	2	2	3	0	2	0	2	1
7	2	1	5	1	2	0	1	0	3	0	6	2	15	0	9	4	2	1	5	2	0	0	1	0	4	0
Tot	14	7	8	3	13	4	12	2	22	5	24	12	34	13	18	8	8	2	10	6	8	1	7	2	13	5

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

Div	Oct 15		Nov 15		Dec 15		Jan 16		Feb 16		Mar 16		Apr 16		May 16		Jun 16		Jul 16		Aug 16		Sep 16		Oct 16	
	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	2	0	2	1	1	1	3	3	0	0	1	1	3	2	2	0	1	0	3	0	2	1	1	1
2	0	0	7	0	2	1	7	2	5	0	11	2	33	30	29	21	4	0	2	0	4	0	4	0	1	0
3	0	0	2	0	5	4	0	0	0	0	1	0	1	0	2	0	8	0	2	0	3	0	0	0	1	0
4	2	1	8	1	7	0	11	0	7	3	18	2	9	2	11	6	12	1	16	0	8	1	15	0	9	1
5	2	0	5	0	10	2	2	1	3	0	1	0	5	2	1	0	2	1	3	0	1	0	3	0	5	1
6	2	0	0	0	0	0	0	0	2	0	0	0	1	0	7	0	2	0	4	1	2	0	2	0	1	1
7	4	0	13	0	8	1	3	0	4	0	6	0	1	0	6	0	3	1	2	0	2	0	0	0	5	0
Tot	10	1	37	1	34	9	24	4	24	6	37	4	51	35	59	9	33	3	30	1	23	1	26	1	23	4

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

Div	Oct 15		Nov 15		Dec 15		Jan 16		Feb 16		Mar 16		Apr 16		May 16		Jun 16		Jul 16		Aug 16		Sep 16		Oct 16	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	0	0	0	0	2	0	2	1	1	1	2	2	0	0	1	1	3	2	1	0	0	0	2	0	1	0
2	4	1	0	0	6	0	2	1	7	2	3	0	10	2	32	29	29	21	4	0	2	0	3	0	4	0
3	1	0	0	0	1	0	5	4	0	0	0	0	0	0	1	0	2	0	8	0	2	0	3	0	0	0
4	15	2	2	1	8	1	6	0	9	0	7	3	11	2	6	2	10	6	8	1	14	0	6	1	10	0
5	2	0	2	0	0	0	10	2	2	1	4	0	1	0	5	2	1	0	2	1	3	0	0	0	1	0
6	2	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	5	0	2	0	4	1	2	0	1	0
7	3	0	4	0	12	0	6	1	3	0	2	0	3	0	0	0	6	0	3	1	1	0	2	0	0	0
Tot	27	3	8	1	32	1	31	9	22	4	19	5	25	4	46	34	56	29	28	3	26	1	18	1	17	0

Table 5. Deceased Members by Month, October 2015–October 2016

October 2015	Div 2	W.R. Parks, Jr.	Portland, OR	Life Member
November 2015	Div 4	Donald J. Voss	Snohomish, WA	
December 2015	Div 7	Harvey Davidson	Victoria, BC	Life Member
		Hugh J. Mackenzie	Inverness, BC	Life Member
January 2016	None			
February 2016	Div 6	Les Donyluk	Red Deer, AB	
March 2016	Div 1	Gerald A. White, Sr.	Myrtle Creek, OR	Life Member
	Div 4	E.R. Reid, Jr.	Blaine, WA	
April 2016	Div 4	Ross Tabor	Federal Way, WA	
	Div 5	Wilmer B. Seaver	Grangeville, ID	Life Member, Past President PNR
May 2016	Div 2	James H. Whaley	Portland, OR	Life Member
	Div 4	Paul R. Neumann	Bremerton, WA	
June 2016	Div 4	Dan Reilly	Bremerton, WA	
	Div 5	Gerald Bailey	Spokane, WA	
	Div 7	Glen D. Avery	New Westminster, BC	

Table 5. continued

July 2016	None			
August 2016	Div 2	Mike Brown Garry M. Grant	Columbia City, OR	Life Member
	Div 7	Garry M. Grant	Prince George, BC	
September 2016	Div 1	Dirk Kruysman	Roseburg, OR	Past Treasurer PNR
October 2016	None			

Achievement Program Report

Jack Hamilton, MMR

I recently had an interesting exchange of emails with Frank Koch (our National AP Executive Administrator) and a couple of other select Region AP Managers. The topic of discussion was our responses that there were too many members achieving MMR status and that the program had become little more than a big give away. It is interesting to note that the three Region AP Managers had a common response – the standards had not been lowered, the quality of the work being evaluated was not any less than previously found, but the opportunity to participate was significantly increased. The common thread for all three regions was that instead of forcing the members to find some convoluted way to get an evaluation completed, those managers had found ways to make the process easier and readily available to the members. In addition, the Regions with more successful programs stressed taking the program to the members and delivering on the promise of this member benefit. We in PNR should be very proud that we have Division AP Managers and Evaluators who are pro-active in pursuit of the program objectives. An example of the effectiveness of their work is understanding that in the past 10 years PNR members have earned 425 certificates and 18 members have achieved MMR recognition.

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

Gary Lee earned a Golden Spike for his home layout

Tyler Whitcomb earned seven Merit Awards for Structures

Jim Moomaw earned a Merit Award for Cars

Dale Sproule earned a Merit Award for Scenery

The following members have earned Achievement Program Certificates as noted:

Tyler Whitcomb—Chief Dispatcher; Master Builder – Structures; and Association Volunteer

Warren Smith—Association Volunteer

John Langlot—Author

Steve Hauff—Association Volunteer

Al Turnball—Model Railroad Engineer – Electrical

Scott Calvert—Association Official

Dale Sproule—Master Builder – Scenery, Structures

Warner Swarner—Model Railroad Author

Congratulations to all. Well Done !

For those members not currently active in the AP, please reconsider using this primary benefit of membership and get engaged. Try it. You may just find that you'll enjoy the program. While the Division AP Managers will continue to seek out potential participants, it works much better if any interested members simply contact their Division AP Manager to get the process started.

Save The Date! June 7–10, 2017
2017 PNR Convention—Spokane Falls Express
Spokane, Washington

For more information, visit: http://www.pnr5d.org/index_spokanefalls2017.htm

Division Reports

1st Division

Rich Pitter, Superintendent

First Division held its fall mini-meet on Saturday, September 17, at the East Side Library in Bend, Oregon, hosted by Glenn Edmison and members of the Eastern Cascades Model Railroad Club. The mini-meet included door prize drawings, a model contest, three clinics, and member remembrances of Dirk Krusman.

Vicki Tonegas presented her methods and models for constructing interior details in HO scale structures and passenger cars. She frequently uses a Dremel rotary tool to carve shapes in dental plaster blanks. This method enables fabrication of items with good shaping and fine details, such as claw-footed bathtubs.

Rich Pitter presented scratch-built Civil War era freight cars in HO scale that he, Elaine Crueger, and Jim Crueger built. The Willamette Cascade Model Railroad Club had been invited to Cottage Grove, Oregon, to set up operating model railroad layouts for the city's Buster Keaton Days, honoring the 90th Anniversary of the filming of "The General." Rich's research on Civil War era railroads yielded information sufficient to scratchbuild flatcars, gondolas, and boxcars of that era. Corel Draw plans were drafted and printed, and 24- or 28-foot flatcars were built. Some were converted to gondolas and a few were converted to arch-roof or peaked roof box cars.

Glenn Edmison showed how he models lava columns, a common lava rock feature in the western United States. While many of our layouts feature steep cliffs, we often use plaster castings to represent generic rock outcroppings and omit this distinct feature that can help establish the flavor of the West. Glenn described his method for building lava column cliffs out of foam insulation board, caulking compound, and various other items. His presentation included a series of demonstration cliff sections at various stages of construction of the lava columns.

After the mini-meet, First Division held its Board Meeting and all members were invited to attend the Eastern Cascades Model Railroad Club's annual open house nearby.

2nd Division

Charlie Comstock, Superintendent

The 2nd Division has met its goal of having bi-monthly extra meets in 2016 with one more to come. The next meet will be **Extra 1203 South**, December 3rd, 9 a.m.–1p.m. at the Court Street Christian Church, 1699 Court St., Salem, Oregon, 97301.

Dunstan Fandrel (Firecat Designs) will demo using his 3D printer. Also, there will be a Show and Tell/open mic session and layout tours following the meet. For more info contact Jeff Shultz at webmaster@2dnpr.org

We're looking into venues and dates for meets in 2017.

3rd Division

Tom Waters, Superintendent

The 3rd Division continues to trudge along. The Fall Meet was well attended with 40 plus in attendance. We will miss the folks from Montana who moved to the 5th Division but we did sign up four new members under the RailPass program. Our two Meets are our big fund raisers during the year. Numerous goodies were available during the silent auction where we charge 10% of the sale price. There were a good number of entries for the model contest and especially the special contest which was any Off-Line Structure.

Of possible interest to the other divisions are our efforts to eliminate unneeded items we have been paying to store in a storage unit. Some items were used in the past and others were donated. Decisions had to be made to reduce the cost by downsizing. Money for future projects is hard enough to come by.

It is my hope that there will be a large turnout from the 3rd Division for the Regional Convention in Spokane. We have some exceptional modelers who could bring entries for the model contest.

Locally, the efforts to hold a "Train Show" have not worked out but there is a "Toy Show" scheduled for the first weekend of November and the 3rd Division will display their John Allen "Time Saver" and hand out business cards with our contact information.

And for those of you not on our mailing list, go to the [3rd Division website](#) and see the latest newsletter [The Purple Sage Limited](#).

4th Division

Russ Segner, Superintendent

Report not available. You can visit the 4th Division's website at <http://4dpnr.com/> for information such as announcements, upcoming events, local clubs, and the *Grabiron* newsletter.

5th Division

Gary Thurow, Superintendent

Activity within the 5th Division again has been slow this quarter.

The good news is that the 2017 PNR convention website is now up and fully running. We (the Convention Committee) regret that we did not make our stated date of October 1st to have the site available for registration. We ran into a couple of minor problems, mainly miscommunication among the convention committee members. The registration form can be filled out either on-line or on a printable form that can be mailed in. The on-line version will only take credit cards and the printed version will accept checks and money orders. Please remember that all payments are to be in U. S. currency. The Red Lion Hotel is also now taking room reservations, both by phone and on-line. The code for reservations is "Spokane Falls Express." You will need to write or say this to get the room rates. We have placed a link on the convention website for you to make reservations. We are hoping to see you June 7–10th in Spokane, Washington, for the Spokane Falls Express.

Other news is that the Fall Spokane Train Show was held this past October 9th. I am told by Mike Tietz that all the numbers are not in as of this date. He did say that attendance was down this year; however, the show did have more vendor tables than in past years.

As far as open houses and other activities are concerned, I have only been informed of one open house. That will be at the River City Modelers layout on December 4th, 2016, from 12–4. The street address is 1130 East Sprague Ave. Spokane, Washington. The club will award small prizes to children under 12, who complete the club's new treasure hunt. Coffee, water, soft drinks, and cookies will be available to all who attend.



6th Division

Ed Molenkamp, Superintendent

Hello Everyone! Now that summer is officially over it is time to get back into the basement to begin modelling again!

Our 6th Division Meet this past September was combined with the Great Edmonton Train Show and was a success. Success in this case means that new members have joined our Division. Membership is continuing to grow.

With Christmas around the corner, things will probably slow down a little. That being said, the Spring line-up of shows and meets looks to be fairly busy.

We are excited to have Regina to host a train show again for the first time in three years.

Our 6th Division Meet is in the planning stages for next spring and it looks like we have a bid for 2018 as well.

I hope to see you all at the Regional Meet in June!

7th Division

John Martin, Superintendent

The weekend of November 4-6 has been busy for the 7th Division, although it's fair to say that the weeks leading up to it have been even busier.

Vancouver Trains Expo (VTEX) saw roughly 5400 visitors to the improved venue at the Pacific National Exhibition Forum building and it finished in the black. This was our second year in the much larger building which, of course, allowed increased numbers of displays and vendors.

Many hours of effort by a few individuals ensured a successful event and it played well with the local community. That effort and commitment was (and is) greatly appreciated. A shortage of volunteers became extremely evident this year and we're going to have to take a long look at the future of the show during the coming weeks. For now, the next VTEX is

scheduled for November 2017.

During the same weekend, our “First Annual Railway Modeler’s Meet of BC” had 95 attendees and included two evenings of operating sessions, two full days of clinics, layout tours, a slide show evening, displays and evaluations, and a banquet. We were delighted to have a number of participants from Alberta and even one from San Diego (thanks for coming Pete). Feedback has been very positive and the organizers should be quite proud of their achievements.

Our goal is to learn as much as we can about people’s preferences and to stage an even more entertaining event during the weekend of May 5-7, 2017. It will be a stand-alone “meet” without the traditional general public train show and it will be interesting to see if that increases “meet” attendance. Modelers will no longer be forced to choose between setting up and operating layouts for the concurrent public show versus attending clinics and related activities.

If you’re interested in a first class event, plan to visit us next May. We’d love to see you.

Our AGM was routine with the all too commonplace “elections by acclamation”. We’ve acquired a new Secretary, as Jim Guillaume takes over from long time executive member Bob Leggett. A big thank you to both gentlemen for their support of the Division.

The BC Government has re-written the Societies Act, and our plan is to move to electronic elections when we submit our revised Constitution and Bylaws for registration. Elections by conventional mail cost us about \$370 and that’s a lot of money to waste when a cheaper alternative is available to almost everyone. Mail-in ballots will still be completely acceptable.

Assuming this issue of *The Switchlist* is published as planned, we’ll pass along our hopes that our friends in the USA have a wonderful Thanksgiving - and wish everyone on both sides of the 49th the very best at Christmas on behalf of all of us at the 7th Division.

Have you changed your address or other membership information?

Notify NMRA Headquarters

email: nmrahq@aol.com

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

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

Timetable

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

2016

Nov 12 (Sat), 19, 26, Portland, OR

Mt Hood Model Engineers annual open house 5500 SE Belmont St, 97215 Noon–5 p.m. \$3 donation. Info:- mhmeng@aol.com or www.mthoodmodelengineers.org or find us on Facebook. Ph: 503-631-7763

Nov 26–27, Central Point, OR

39th Annual Rogue Valley Railroad Show, Jackson County EXPO, 1 Peninger Road, Central Point, OR. Saturday 10 a.m.–5 p.m., Sunday 10 a.m.–4 p.m. Admission: Adults \$5, Ages 6-12 \$1, 5 and under FREE with paid adult. Free parking. Model railroad displays, historic railroad artifacts, swap meet, door prizes, and more. Proceeds benefit Medford Railroad Park. Info: Bruce McGarvey at 541-779-8145 or email ivcrr@charter.net or Bill at 541-821-5547.

Dec 3 (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. Info: Judy MacInnes at 503-581-6071, macinnej@msn.com, www.wvmrm.webs.com

2017

Jan 14–16, Seattle, WA

43rd Annual Pacific Science Center Train Show — 200 Second Ave N, Seattle, WA. 10 a.m.–6 p.m. The 4th Division, PNR coordinates the model railroads, historical displays, and related activities for this show. This is an exhibition show. No swap-meet or vendor sales. Child-interest activities and participation opportunities are encouraged. Current fee, parking, and other facility information is at www.pacificsciencecenter.org/plan-your-visit/. Info:- www.4dpnr.com/pacific-science-center-show/

Mar 25 (Sat), Portland, OR

The Willamette Model Railroad Club will be holding its annual swap meet Saturday at the W.D. Jackson Armory, 6255 NE Cornfoot Rd. Portland, OR 97218. Admission: The hours will be from 9:30 a.m. –3 p.m. Over 110 tables of model railroad equipment in all scales, railroad memorabilia, books, photos and more. Adults \$5, Children under 12 free. Info: Brigg Franklin at 360-241-5908. wmswap-meet@yahoo.com

Mar 26 (Sun), Lewiston, ID

6th Annual Lewis-Clark Train Club and Collectables Swap Meet, 9:30 a.m.–4:00 p.m. Nez Perce County Fairgrounds, 1229 Burell Ave. Admission \$5 and children under 12 free with an adult. There will be vendors from around the Northwest with displays, railroad collectables and layouts. Operation Lifesaver will have the train simulator trailer on display for viewing. Info: Dan Wise, wrails@cablone.net, 208-816-0845 (cell) or Mike McGee, 208-816-6072; www.lewis-clarktrainclub.com

Apr 1 (Sat), Edmonton, AB

MMRF Spring Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. 9 a.m.–Noon. Admission \$3. Info: Ric Francoeur, Ph. 780-458-1032 www.mmrf.ab.ca

Apr 22 (Sat), Calgary, AB

SUPERTRAIN 2017 Canada's Biggest and Best Annual Model Train Show; 9 a.m.–5 p.m. both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. FREE PAVED PARKING or take the C-Train to Saddletowne Station. Adult: \$10, Youth (6-12): \$5, under 6 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 or email to info@supertrain.ca

Jun 7–10, Spokane, WA

SPOKANE FALLS EXPRESS 2017—NMRA, Pacific Northwest Region Convention. Hotel information is now posted; phone reservations are now being accepted at 1-800-RED-LION; use “Spokane Falls Express” as the Group Code. Info: www.pnr5d.org/index_spokanefallsexpress2017.htm

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**Not getting the bi-monthly NMRA eBulletin?
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