



The Switchlist

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

May 2020

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
 at: Reserve
 Time: 7:15 AM Throttle: 0 Next Yard: St. Rose, LA
 Engine: Drew Maduro Origin: Reserve, LA
 No: 7-027 Destination: St. Rose, LA
 UP 2701 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			Williams Bros			
2		68820	70	70		
3		68262	72	72		
4		68758	72	72		
5			55	72		
6						
7						
8						
9						

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In This Issue

- PNR News and Announcements:
 - ◆ Revised PNR Convention Schedule
 - ◆ Idaho Rails 2021
 - ◆ PNR Election—Nominations Committee Report and Candidate Statements
 - ◆ In Memorium
 - ◆ Listing of New PNR Members
- Features:
 - ◆ Basic Electricity ... no math. I promise (Part 3 of 10)
 - ◆ Free Money for Model Railroading
- Officer, Staff, and Division Reports
- PNR Interchange
- Timetable

TRAIN NO. _____ OR SW

Duplicate	AT	STATION	INITIAL	NUMBER	CONTENTS	FROM
1						
2						
3						
4						
5						
6						
7						





The Switchlist

Editor:

Greg Kujawa
406.589.6256

Email: switchlist@pnr.nmra.org.

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. Articles on other aspects of model railroading are also appreciated.

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

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

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

February 1
May 1
August 1
November 1

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

ADVERTISING

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

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Adaptation

Wow! What a change our world has undergone in the last three months. And, unfortunately, it's not over yet. First, I'd like to express my sincere condolences to all members, their families, and friends who have suffered or paid the ultimate price due to COVID-19. And immeasurable thanks to all the essential workers who are risking their lives to keep us safe, heal us, and maintain critical community support services and infrastructure.

As with many institutions and aspects of our society, our organization at all levels, and individual members, are adapting to these new circumstances. What else can we do? In the limited space I have here, I don't want to dwell on the negative but instead highlight a few positive emerging opportunities from this situation.

Even though near-term model railroading events have been cancelled or postponed (see the PNR Timetable on p.24) and your other recreation opportunities may be cut off, consider the "bonus" time you may now have to devote to this great hobby. Here are just a few activities you may be immersed in or should consider: planning or working on your layout, doing research, developing an operating scheme or system, completing one of those many kits that have been sitting on your shelf, learning a new skill either by reading or watching YouTube videos, railfanning, and so on.

Another example of adapting to changing circumstances is the increasing use of social media platforms and other online apps. Within our own region this past March, PNR members Jim Betz and Ted Becker developed the [PNW Railroad Modelers](#) group. It's a great way to stay connected, share your workmanship and ideas, and learn from your fellow modelers. And this year the [Railway Modelers Meet of British Columbia](#) is being presented as a virtual meet (VRMMBC). It starts May 21st, so be sure to register at <http://railwaymodellermeeetofbc.ca/node/2158>. See pp.8-9 for details.

We need to take a moment to be supportive of those members who haven't been able to take advantage of the "stay-at-home" time to do much modeling because of their work or family care responsibilities. Many thanks to you folks! We hope you can find opportunities to "recharge."

This edition of *The Switchlist* is packed with important information. The "PNR News and Announcements" section has the newly revised PNR Convention Schedule plus an introduction to the 2021 convention in Boise. It's an election year, so the PNR president and vice president positions are open. The election will again be conducted electronically through ElectionBuddy. Information and candidate statements are located on pp.4-5. You should be receiving a ballot via email. Check your spam filter if you don't see it soon.

Please review the list of members who have passed away over the last year (p.6) and remember them and their families in your thoughts and prayers. And WELCOME to all [new members](#) (p.7). All you vets ... be sure to reach out to these folks as much as "social distancing" allows.

You will find two feature articles in this edition. VP Bob Parrish, MMR, continues with Part 3 of his series of articles about electricity; and Richard Kürschner shares how he gets [free money](#) for model railroading.

Quarterly reports from the PNR officers, staff, and division superintendents begin on p.16. The BOD's annual meeting is being held virtually (via Zoom) on May 16th. Meeting minutes and annual reports are being posted on the PNR website at: <http://pnr.nmra.org/policies/minutes/>.

One more potential "adaptation." Challenge yourself by writing an article or submitting a photo of your layout or a recently built model for publication in *The Switchlist*. See the Masthead for details on submitting material.

Keep safe! Greg Kujawa, Editor

PNR News and Announcements

Revised PNR Convention Schedule

Larry Sebelley, PNR Convention Chair

Editor's Note: Following is an excerpt from the PNR Convention Chair's Annual Report for 2020.

The 2020 convention was scheduled to be hosted by the 1st Division according to the existing rotation schedule. However, unfortunately due to the COVID-19 pandemic, Make Tracks to Eugene 2020 was cancelled by the PNR Board.

The 2021 convention to be hosted by the 3rd Division, is in its early stages of planning. After much discussion by the PNR Board, future conventions are scheduled as follows:

2021	Division 3	Southern Idaho and Eastern Oregon
2022	Division 1	Southwestern Oregon
2023	Division 4	Western Washington and Alaska
2024	Division 7	British Columbia and Yukon
2025	Division 5	Eastern Washington, Northeastern Oregon, Northern Idaho, and Montana
2026	Division 2	Northwestern Oregon and Southwestern Washington
2027	Division 6	Alberta, Saskatchewan, and Northwest Territories
2028	Division 1	Southwestern Oregon
2029	Division 3	Southern Idaho and Eastern Oregon
2030	Division 4	Western Washington and Alaska
2031	Division 7	British Columbia and Yukon
2032	Division 5	Eastern Washington, Northeastern Oregon, Northern Idaho, and Montana
2033	Division 2	Northwestern Oregon and Southwestern Washington
2034	Division 6	Alberta, Saskatchewan, and Northwest Territories

Idaho Rails 2021, PNR Convention

Stephen Loop, General Chairman, 3rd Division

The PNR's 2021 Convention will be hosted by the 3rd Division in Boise, Idaho, from Wednesday afternoon, June 16th thru Saturday evening, June 21st. The headquarters will be at the beautiful Riverside Hotel adjacent to the new Whitewater Park on the Boise River and the Boise River Greenbelt. Those attendees staying at the recently remodeled hotel will enjoy the Grand Breakfast Buffet.

Immediately across the river from the hotel is the beautiful Esther Simplot Park where the Wednesday evening social will take place. We are tentatively looking at a variety of food trucks where you will have many choices of cuisine from Asian to Soul.

Activities at the hotel will offer something for everyone. Clinics will take place throughout the day on Thursday through Saturday. Three choices will be available during each period. Many of the clinics will be offered twice to increase one's flexibility in planning their day. The Contest Room for models and photos will also be open during this period. The famous 3rd Div. Silent Auction will take place on Friday and Saturday. The Public Train Show will take place on Saturday and Sunday.

Outside activities will also be abundant, including both modeling and prototype activities. There will be self-guided home layout tours throughout the week. The Treasure Valley is home to layouts encompassing the range from N scale to G scale.



Several Garden Railroads will be available for touring. Also, bus tours of several area club layouts, a live steam operation, and several area depots and museums will take place on Thursday and Friday. A local industry with a rail operation is also a possibility.

Non-rail activities will also be in abundance. The Riverside Hotel is adjacent to the Garden City Live Work Create District, a neighborhood like no other. There are numerous wineries and micro-breweries within walking distance of the hotel. A wine hop or brewery hop is tentatively planned. Other non-rail opportunities include the new Boise State Fine Arts Building, Bronco Stadium, Scentsy World Headquarters, Cammille Beckman Factory and Gift Shop, the Peregrine Fund's World Center for Birds of Prey, the Idaho State Historical Museum, the Idaho Military Museum, and the Warhawk Air Museum.

PNR 2020 Election

Nominations Committee Report

Shirley Sample, Chair

Because 2020 is an even year, the PNR bylaws require us to hold elections for President and Vice President. I would like to thank the PNR members who have volunteered to run for President and Vice President. After a couple of pleas from our President, we did get some volunteers who asked questions about the positions and then either decided to run or not to run at this time.

Candidate profiles are located below and will also be sent out with ElectionBuddy.

If you think you may be interested in the future to be President or Vice President or a Superintendent for your Division, it never hurts to observe and see how things are being done through the upcoming term so you can throw your hat into the ring. None of the jobs are overly time consuming nor do they require any special education. You just need to be willing to hold the position for the 2-year term. There are guidelines on the PNR website in the [Bylaws](#) outlining the duties of each position. So, please think about it and maybe YOU can volunteer when asked next time.

If anyone has any questions about Nominations, please feel free to contact me at shirley@busnws.com or you can call me at 509-292-8332. If I don't answer the phone, please be sure to leave a message.

Thanks again to all the volunteers.

Editor's Note: PNR members with a valid email address on file with the NMRA should soon be receiving an ElectionBuddy ballot in their inbox.

Candidate Statements

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

For President, Pacific Northwest Region

Jeff Herrmann, Rathdrum, Idaho (5th Division)

I think that Model Railroading is the greatest hobby in the world!

Like most men of my generation, I got interested in model railroading at an early age. One year for Christmas in the early 1960's I received an HO scale Fleishmann train set (my grandparents were German immigrants). I remember it well; it was a Pennsylvania 0-6-0 switch engine with 4 or 5 box cars... I still have the loco! Through the years as my interests and skill levels have grown, I have come to realize that this hobby has something for almost everyone: history buffs, model builders, electrical tinkerers, folks who enjoy woodworking and the comradery of people who enjoy recreating miniatures of all kinds.

I have been an active member of NMRA for nearly 20 years, the last ten in Pacific Southwest Region. I have a strong appreciation for the positive influence NMRA has brought to our hobby; especially in the areas of standards, product conformity and modeling techniques. But most importantly I have come to value the friendships I have made along the way... friendships that would not have occurred without NMRA participation.

Job transfers, because of my work as a professional leader in the Boy Scouts of America for more than 40 years, have given me the opportunity to participate in NMRA in a number of different parts of the country. I have also been active in church leadership at the local and denomination levels. I just retired and moved to north Idaho (Coeur d'Alene area). I have attended about a dozen NMRA and Narrow Gauge Conventions and volunteered at several them. I have helped organize two PSR Conventions.

Most recently, I have served as Division Director (Cajon Division, PSR in Southern California). I started by serving as a Division Membership Chair then filled an unexpired Division Director seat when our director became PSR President. I then was elected for my own term. I have also served as “interim” Division Superintendent for a period in the same division. I am starting on my way to MMR (have a Golden Spike and several Certificates) and now that I am retired intend to work on completing it. I model in HO and HO_{N3} and have a growing interest in On30.

I have become familiar with most aspects of the operation of the NMRA at the Region and Division level and particularly enjoy helping to increase program and event quality and participation. I am honored to have been asked to run for Region President and, if elected, will bring my passion for model railroading and my professional experience of leading large not-for-profit organizations to the position.

For Vice President, Pacific Northwest Region

James Ogden, Skagway, Alaska (4th Division)

I primarily live in Skagway, Alaska. It is in southeast Alaska, about 90 miles north of Juneau and 100 miles south of Whitehorse, Yukon. I have a brother in Anchorage, though, and I do spend a bit of time there in the winters, when I am off from work.

I am originally from New Hampshire, but I have called Alaska home for the last eleven years. I grew up around the former Boston and Maine (Guilford during my childhood) and the Long Island Rail Road, and have always had an interest in the railroading of the northeast. I got involved in model railroading when I received some HO scale track and an Amtrak train for Christmas, about 25 years ago. Over the years I have had a few small shelf layouts, representing industrial areas and branch lines. I have been an NMRA member since 2011, although my involvement has been limited by geography. I decided to answer the call for officer candidates and try to give back to the organization that has done so much for my hobby enjoyment. Railroading is more than just a hobby for me; for my day job, I am a Conductor on White Pass and Yukon Route, on passenger trains operating out of Skagway, Alaska.

Bob Parrish, MMR, Boise, Idaho (3rd Division)

I have been your vice president for just less than two years. In that time I have been more or less successful in the roles of that position.

To date, we still have Kurt Laidlaw as president so I have fulfilled the first task of a VP, which is to make sure that the president doesn't die. On the second front, I have contacted people regularly regarding their memberships and those who have lapsed or are about to lapse. I have received many responses as to why one or another person is backing away from the NMRA. In most cases it has to do with aging (eyesight and downsizing) and the issues that go along with that or their interests have changed. Either of these are valid responses and I can only wish them well and thank them for their time with us in this organization.

Along the way I have communicated with the various division presidents and shared ideas having to do with what is going on in their divisions; what is working and what is not. I have passed along some of those ideas in an effort to not allow one division to exist in a vacuum and need to reinvent a lump of iron on a stick that most today call a hammer.

Over all I have enjoyed my term as VP and I am willing to serve for a second term. I have had a chance to visit with a lot of really cool people who are committed to our hobby. I would look forward to meeting many more hobbyists and share in their abilities as modelers and also their notions as to how we might make this even better.

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

In Memoriam

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

Deceased Members of the PNR — April 2019 through April 2020

April 2019	Div 4	Cleaveland, Lee G.	Federal Way, WA	Life Member
		Durfee, David L.	Bremerton, WA	Life Member
May 2019	Div 4	Jensen, Myron A.	Anchorage, AK	Life Member
		Judge, Robert	Puyallup, WA	
	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.	Bellevue, WA	
		Hayden, Sam	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
November 2019	Div 2	Gemeinhardt, Richard W.	Kalama, WA	Life Member
	Div 4	Aardappel, Gary	Graham, WA	
	Div 7	Epps, James O.	West Kelowna, BC	
		Kelleway, Doug S.	Chilliwack, BC	Life Member
December 2019	Div 5	Stirling, William	Missoula, MT	
January 2020	None			
February 2020	None			
March 2020	Div 6	Johnson, Cindy	Regina, SK	
		Sentes, William A	Regina, SK	Life Member
	Div 7	Huizing, Harry	Mission, BC	
		Porzig, Jack	Surrey, BC	
April 2020	Div 4	Bradshaw, Ronald	Port Orchard, WA	
		Johnson, Roger	Mount Vernon, WA	
	Div 6	Motley, John W	Calgary, AB	Life Member

Harry Huizing 1945–2020

Dick Hawkshaw, 7th Division

It is with heavy hearts that we announce the passing of Harry Huizing on March 10th as a result of an aggressive brain tumour diagnosed in December. He would have turned 75 in April.

Not only was Harry a kind, welcoming, and obliging person, he was a most capable model railroader who loved the hobby. As a founding member of Coldslop Free-mo in 2004, he remained exceedingly dedicated and active.

To say he will be missed is a vast understatement for a wonderful man and friend who has now left us.

Harry is survived by his loving wife, Doris, his two daughters, their families. and his precious grandchildren.

Coldslop Free-mo Society
Chilliwack, BC

Roger Johnson

Al Carter, 4th Division

We lost a good friend on April 10, as Roger Johnson succumbed to a heart attack. Roger was one of the original founding members of the Mount Vernon clinic. Our sympathies go to his surviving spouse, Barb, and their family. We will forward any info on planned memorial services. Here is a link to the obituary in the Skagit Valley Herald: https://www.goskagit.com/obituaries/johnson-roger-william/article_0ba6ffe5-58ff-5124-8cdd-a858bdcf8707.html

Jack Porzig

Greg Kennelly, Brian Clogg, and John Martin, 7th Division

Jack Porzig was a dedicated fan of the Great Northern Railway and was an NMRA member for over 50 years. He is still remembered for his exemplary skills and his beautifully built models of GN cabooses were especially well done. Our condolences to his family and friends.

New PNR Members February–April 2020

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
01	Joseph	Mark	Bend	OR	05	Hartley	Nancy	Billings	MT
01	Scott	Joe	Shedd	OR	05	Madden	Aaron	Kennewick	WA
02	Million	Gearly R	Beaverton	OR	05	Madden	Tina	Kennewick	WA
03	Heiss	Nate	Boise	ID	05	Speer	Mark	Pullman	WA
03	Ray	Robert	Meridian	ID	05	Williams	Patrick	Pasco	WA
04	Callahan	James J	Bremerton	WA	06	Aitken	William G	Peace Point	SK
04	Goelzer	Andrew	Puyallup	WA	06	Button	Skyler	Saskaton	SK
04	Green	Wyatt	Bremerton	WA	06	Kyme	Sam	Red Deer	AB
04	Huntington	James	Port Angeles	WA	06	McKay	Jim	Edmonton	AB
04	Mendelsohn	Howard	Seattle	WA	06	Prokulevich	Gerald	Prince Albert	SK
04	Rich	Nathan	Federal Way	WA	06	Shore	Stewart	Sherwood Park	AB
04	Sarvis	Greg	Edmonds	WA	06	Stoneham	David	Morningside	AB
04	Shaw	Christina	Fairbanks	AK	06	Zinyk	Ken	Edmonton	AB
04	Shepperd	Robert	Poulsbo	WA	07	Lambert	Christine	New Westminster	BC
04	Slechter	John	Kenmore	WA	07	McEwan	Joyce	Maple Ridge	BC
04	Tompkins	Shawn	Bremerton	WA	07	Miyagishima	Gord	Salmon Arm	BC
04	Woodard	David	Bremerton	WA	07	Parker	Anne	Burnaby	BC
05	Cazier	John	Kennewick	WA	07	Vahlburch	Ernst	Vancouver	BC
05	Craddock	Bryan	Orofino	ID					

The Virtual Railway Modelers Meet of British Columbia (VRMMBC)

The RMMBC Committee (along with the PNR 7th Division) is pleased to announce that we will hold a “Virtual” Meet to benefit the wider model railway community starting May 21st, 2020. We will soon announce a series of clinics and presentations that will use *Zoom* to provide a user-friendly online experience for everyone.

The Virtual Meet will feature interactive clinics and audience members will be able to ask questions and participate much like at an in-person event.

Registration

Registration is now open at <http://railwaymodellersmeetofbc.ca/node/2158>. Make sure you sign up today to be a part of the fun. The event is FREE—no charge to participate.

All we need from you is your name and email address. Simply submit them using the online form BEFORE MAY 17th. Prior to each event, the coordinator will send you an email with the link to the Zoom session, along with some instructions. That is it!

Virtual Clinic Presentations

We have the preliminary clinic listing at <http://railwaymodellersmeetofbc.ca/node/2154>. There is a wide variety of offerings that is sure to appeal to all model railway enthusiasts. You'll be able to take in some top notch, high quality presentations from the comfort of your own home.

Sessions will run over the course of four Thursday evenings starting on May 21st and ending on June 11th, 2020. Each session will start at 7:00 p.m. (Pacific Daylight Time) and we plan to end by 9:30 p.m. We will be hosting two clinics during each session with a 30-minute intermission between presentations. The Zoom meeting room will open fifteen (15) minutes in advance, so please plan to join before the 7:00 p.m. start time in case you have any computer issues.

The clinic lineup looks like it will be a “must see” event. Be sure to set aside some time each Thursday to take part in the VRMMBC.

Virtual Display Room and “Meet the Modeller”

A major feature of this Virtual Meet is the “Meet the Modeler” event on June 4th, which will be open to all model railway enthusiasts. Whether you are working on a freight car, passenger car, locomotive, structure of any kind, piece of electronics or trackwork, scenery, or a layout concept, all are welcome during the “Meet the Modeller” evening. Please consider participating.

To share your project, simply provide the information requested in the submission form at <http://railwaymodellersmeetofbc.ca/node/2156> together with a few good quality photographs. Send the info to the Display Coordinator at meetthomodellercoordinator@gmail.com. You definitely don't need to be a Master Craftsman or an expert builder to participate. We welcome all levels of model railway activity. The webpage for Meet the Modeller (<http://>



railwaymodellersmeetofbc.ca/node/2156) has more information.

We are planning to have a two-hour Virtual Display Room and “Meet the Modeller” session on Thursday, June 4th. We ask anyone interested in participating in the Virtual Display Room to submit their photos to the coordinator by May 29th to ensure inclusion.

We will create an online slide show of the submissions and our moderator will walk through the photos in a real-time question-and-answer session with each participant. Each modeller will be invited to say a few words about the project and explain what interested them and how they went about it. We’re excited about the possibilities of this format to share the work of a wide variety of modellers. Show us what you’ve been doing – please.



Making the Best of These Challenging Times

We have all seen the upheaval, disruption and loss due to the worldwide COVID-19 pandemic. With that in mind, the RMMBC committee sees an opportunity to give modellers a new way to participate in a “meet” experience from the comfort of their own homes.

As the saying goes, when you get lemons, make lemonade. We think the Virtual Meet is going to be some of the best lemonade you can get. For many of us, a break in the routine would be a welcome change, particularly these days. Stay tuned for more on this exciting new chapter for railroad modellers everywhere. Visit <http://railwaymodellersmeetofbc.ca/> or type RMMBC into your search engine.

Register today – it’s free and it’s going to be fun! **Deadline is May 17th.**

Vancouver Train Expo (VTEX) 2020—Cancelled

Tom Lundgren, VTEX Chairman

The official “British Columbia Restart Plan” was announced on Wed May 6th.

Until wide vaccination or community immunity or successful treatment methods are developed, gatherings like Vancouver Train Expo (VTEX) will remain prohibited by health authorities.

Even then, the financial survival of the show will depend upon the public being willing to attend large events in crowded spaces. That is an unacceptable risk in today’s circumstances.

With great reluctance we have decided to join most other major events and cancel the 2020 train show. We share your disappointment but look forward to seeing you all in the fall of 2021. Watch for more information about VETX 2021 on the event’s website:

<https://www.vancouvertrainexpo.ca/>



Please stay safe and healthy.



NMRA Video Library

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

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

Features

Basic Electricity ... no math. I promise (Part 3 of 10)

Article and photos by Bob Parrish, MMR

Editor's Note: This is the third 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 (parts 1-5) is focused on basic electricity; the second section (parts 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.

Part 3

Test Instruments

Like anything else, a choice of test instruments can depend on how much you want to spend. There are any number of inexpensive volt-ohmmeters out there but as the costs go down, the cautions increase. I'll come back to that.

First, what are we testing for? In model railroading, the most common tests are for voltage and resistance. We very seldom need to test for current flow or amps. Let's say you have a turnout where your locomotives pause mid-way and need a nudge to get them going again. A voltmeter can be used for finding this sort of problem. Similarly, if you have a track in a yard ladder where you can back cars in from a distance but you are unable to go in loco first; that too can be sorted out with a voltmeter.

What if you want to test a locomotive motor that seems to have a spot where it needs help getting started from occasionally? An ohmmeter can rule out certain possible faults. An ohmmeter can measure resistance in circuits and is used less frequently than a voltmeter. A voltmeter will be your most-used part of a test instrument.

A voltmeter has a very high internal resistance and can have one probe (test lead) put on the positive (+) side of a circuit and the other on the negative (-). Its presence across the circuit does not change or impair the operation of the circuit during the test. The beauty of modern digital instruments is if you get the positive and negative mixed up, the meter will put a minus in front of the reading. The number shown is still the correct value; the minus only says that you have the positive and negative probes reversed. The test instrument cannot be hurt by this reversal. If you have an old analog (that means a needle) type instrument, consider replacing it with a digital multimeter as it is difficult to get the accuracy that some tests require. They are also less tolerant of reversing the probes. The usual response of reversed probes on an old style analog voltmeter is the needle whacking backwards against the stop post on the instrument face. A voltmeter is NOT a consumer as defined above. It does not use the electrons available at the points you are testing; it is only showing you the pressure (voltage) at that location. A voltmeter cannot be used to complete a circuit. That means you cannot put one side of a motor to ground on a power pack and use the voltmeter to complete the circuit on the positive. It won't hurt the meter. The motor will not turn as the internal resistance is very high, but the meter will show you the available voltage to the motor; anywhere from zero to twelve on a DC power pack, depending where you have the speed setting positioned.

An ohmmeter is used for inspecting for resistance in a component or a circuit. It must NEVER be allowed to see an outside current source. Stated differently, the item you are testing must be out of the circuit or disassembled from whatever it is normally a part of. Ohmmeters carry their own internal battery and thus need no outside current source and really don't like it when they see one. An ohmmeter can be used to test a motor in a locomotive that seems to have a sticky or dead spot that occasionally needs a nudge to get the locomotive started.

An ammeter is a test instrument that actually looks for the electrons moving in a circuit and shows you a value, in whole amps or milliamps, of what is happening. In the motor test noted above, if an ammeter is placed in the circuit where the voltmeter was, the motor will turn, depending on the speed setting of the power pack and it will show you the current flow at various motor speeds. Unlike a voltmeter, an ammeter has no internal resistance and allows any and all electrons to flow by and counts them along the way.

In a previous part of this discussion, I spoke of stall testing a motor; this is how you stall test a motor to sample for full current draw. Fasten one side of a motor to the ground side of a power pack and use the ammeter for the + side between the power pack and the motor +. Turn the power pack to full throttle and get the motor running as fast as it will go. You don't have a long time to make this test as it is really tough on the motor. Then stop the motor by slowing the speed control and pinch the motor shaft and stop the motor. Then turn the speed control back to full and read the test instrument. This turns the back EMF to zero and you can read the maximum current that the motor will allow through it. This test may lie to you if you bump into the maximum output of the power pack. The test instrument has no way of knowing that. This is the only test I can think of quickly that you would ever need an ammeter for in model railroading. Ammeters are the least used part of a

test instrument.

So back to test instruments. Often called a multimeter, test instruments usually come bundled together to perform all of the tests noted above. Depending on the quality of the machine, some will perform better than others. If you have an old needle-type test instrument, consider putting it out on eBay as “rare” and getting a digital test instrument. Needle (analog) test instruments are no longer accurate enough for some of the stuff we are doing, especially with all of the electronics we get into now.

An inexpensive test instrument can be had for less than twenty five dollars but come with some cautions. They are generally not protected from current when set on ohms. That means that showing voltage to the ohm setting “lets the smoke out.” The amp circuits are usually limited to some fraction of an amp (called milliamps) and won’t test to a whole amp let alone stall test an old open frame locomotive motor. Again, it is “smoke time.” No manufacturer will tell you, “Oh, by the way, this is a short coming of this machine.” You must shop carefully.

I’ve used Fluke brand machines for over 30 years and have never hurt one. When I taught this stuff, my students never hurt one (God knows they tried!). The trade off is that they are pretty expensive (around \$300.00). There are a lot of manufacturers out there, so make your best deal.

When inspecting a multimeter, you will usually see a twist knob selector dial that takes you through the functions of that machine. Most multimeters will test for voltage (AC, DC), ohms (with various multiplier scale settings), and amps. Occasionally, a multimeter may come with a three-hole plug-in for testing transistors and are capable of reading the gain, and a few will be able to read alternating current cycles noted as Hz. These two features are not necessary for the average modeler.

Also, with some of those settings, the multimeter may require that you relocate the probe wires on the front of the instrument for the type of test you are conducting. Some instruments may require you to change the probe location when moving from a volt test to an ohm test. Similarly, many require you to move to an amp location when making a current flow test. You MUST consider this and make such decisions, both probe setting and knob setting, before conducting the test. This is how most instruments are damaged when testing for ohms just after a voltage test but forgetting to move the probes or selector dial. More expensive multimeters only require that you move the probes for the amp readings as they share the volt and ohm locations and are much more forgiving if you forget.

A few diagrams to help understand some possible test lash ups

First is one for reading voltage across the rails. The diagram below shows two readings, one solid line probe and one dotted probe. This test would be very helpful if you are running Shinohara or other gapped-rail turnouts. If you choose to run without powered frogs and depend on the switch points for powering the frog, stand by to run this test often if you run small locomotives. The first evidence of needing to run the test is that a locomotive stalls on the switch points. This can also happen on old Atlas turnouts where the rivets have worn a bit and no longer dependably conduct the current to the switch points. A small jumper wire can be soldered in to jump around the rivet as a semi-permanent repair.

The diagram shows where the dotted probe would be located on a DCC system or on a DC system with the throttle set to max . When touching the stock rail, the dotted line probe will show total available volts across your rails (12.4V in this example). If the solid line probe is touching the switch point and shows zero volts, it’s repair time!!! Good dependable operation should probably not depend on the points for powering the frog.

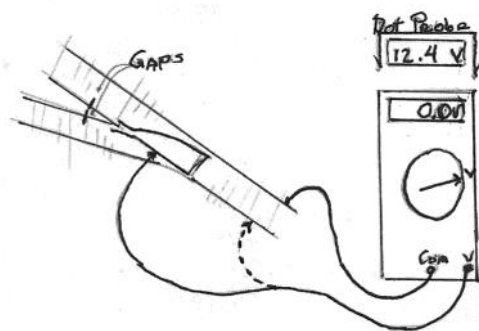
Some twin-coil switch machines and all Tortoise brand machines come with on-board contacts for powering the frog. Consult the Tortoise machine instruction sheet for how to lash this up.

An ohmmeter can test for what is call *continuity*. That means, is there the possibility of a complete circuit? This test can be confusing as an ohmmeter makes no provision for how far it has to look for a complete circuit and has no ability to tell you how far away the completion may be.

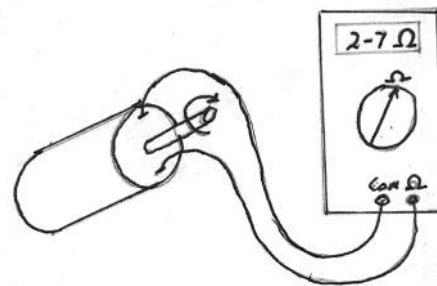
Fun example: shut down everything on your railroad and take all the locomotives off the rails so there is nothing across the rails. Put an ohmmeter on there and it will probably show you something out in the thousands or millions of ohms of resistance. It is going all the way back to your power pack and seeing through the circuitry of the pack to give you a value. Cool but not very helpful.

Another fun test is to put both probes on your thumb. You should have a reading in the high thousands (shown as K on a digital machine) or millions (shown as M). Now put the probes on your tongue and it will give you a very low reading, usually in the low thousands. Your tongue is MUCH more conductive or, to say it differently, it has much less resistance. Just some fun tests to see what the machine sees and how it thinks.

The next diagram shows a second test where an ohmmeter is being used to test for a dead spot on a motor armature. Please note that the motor is removed from the locomotive or at least is electrically disconnected from the loco or decoder

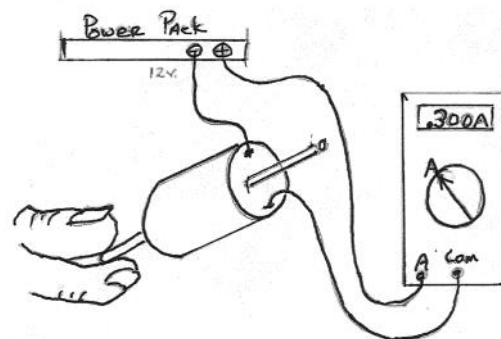


or any outside electrical voltage source. Put the probes across the two wire tabs where the power wires go to the motor. You should get a very low reading, perhaps only two to seven ohms. You are seeing the resistance built into the motor windings with no effect of back EMF when the motor is operating. Then, turn the armature slowly and you will see the number move a bit and wiggle around but at NO point should it go to zero resistance (ohms). This tells you that there is no point where the brushes of the motor are leaving the commutators or that there is a complete open in one or more armature winding. If you get a reading of zero, a follow up test is appropriate. Make a mark with a felt-tip marker on the shaft and a matching mark on the case. Turn the shaft again in the opposite direction and watch if the zero repeatedly occurs at that point. If so, you have a bad winding on the armature. The motor will probably need to be replaced. This is very uncommon but it is an example of a use for an ohmmeter.



I once had a new can motor that killed two decoders in quick succession. I trusted that a new motor had no defects. I ran an ohms test between one wire tab and the case and found a spot where there was zero resistance to the case; indicating a voltage leak to the case during operation, which is the same as ground when installed in the locomotive. On a DC railroad, this loco would run in one direction acceptably but would not run so well in the other direction. On a DCC railroad, it is a decoder killer because decoders do not like seeing rail signals on the motor side of the decoder. This is very hard to diagnose when considering it as a new motor. The manufacturer sent me a replacement motor at no charge. An exception to this problem is certain Digitrax decoders are internally protected for this and will self-open themselves to protect the decoder. They give you every indication that the decoder is failing (as in doing nothing) but in fact it is protecting itself. I'm not sure if they still do that or if all Digitrax products do this. I don't have a lot of experience with this particular manufacturer. I know that some of the DZ series decoders had this feature.

The third diagram shows the conducting of a stall test of a can motor for choosing the size of a decoder that must drive it. I described this test previously but it is useful for seeing how to lash up an ammeter into a circuit. Recall again, however, that the amp portion of the meter is probably the least frequently used part and must have the probes and dial settings carefully set as we are putting the meter into a live circuit on the railroad. Most inexpensive test instruments cannot see over one amp, another reason to select a good quality test machine.



Having to do with ohmmeters

They can actually tell you three sorts of information for diagnostics. Touch the two probes together and learn how your instrument shows you zero resistance. They will seldom actually give you a zero but some decimal number close. Treat it like zero. Conversely hold them apart and learn how it tells you that it sees an infinite resistance. That means no connection whatsoever. There is no standard reading for this. Some test instruments give you four bars, some give you an OL symbol, and others will give you extremely high readings in the millions (M). Ohmmeters can see through dirt and grease and often give you ohm values that are really open, or should be treated as open (no connection).

Once you have examined for how your instrument demonstrates the extremes, anything in between are real ohms of resistance and are useful for diagnosing whatever you are working on. The instruments may also postscript the readings with a K for thousands or an M for millions. If you have an older analog instrument, you are responsible for how many zeros to be added as the instrument really does not know nor has the ability to tell you. Read the knob setting that you have placed into the instrument and add that in. This is another reason to put such old instruments up on eBay.

Often it is hard to know what setting to start with, so start with high multipliers, millions (M) for example, and then move down to get an understandable reading. For example, 6.25 K would not get three more zeros as it has already given you two significant digits to the right of the decimal point. So the reading would pencil out as 6250 ohms. A final example would be 7.5 M which would translate into 7,500,000 ohms. Poke around your railroad making various voltage or ohms tests under different conditions. Learn your way around the test instrument and your railroad while it is working so you learn what RIGHT looks like. Then you can recognize what is different during a failure.

There is a tough theory of electricity to get on to but here goes. No current flow, no resistance. To use the creek analogy again, if the creek is dry and there is no water rolling, as in no current, those rocks are offering no resistance to flow; they are still there but they are not slowing anything down. Add some water and all of that changes. A water slide could be considered

to have very low resistance until you throw in the kids.

So for example, you have a 0-12 volt DC railroad and you have nothing on the rails that draws current (e.g., lights or locomotives) and you go around the railroad with a voltmeter and the power pack set to 12 volts. You will see the same voltage everywhere, 12 volts. That is regardless of the health or size of your bus and feeder wires. No current flow, no resistance.

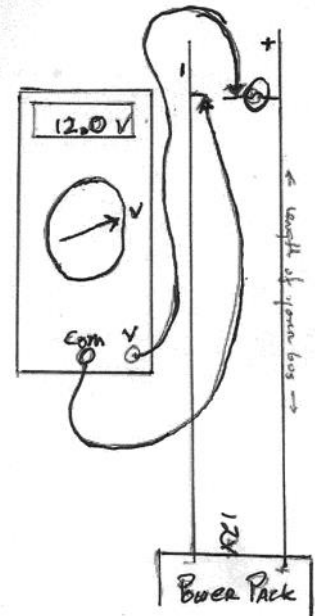
Add a locomotive and then take the readings around or near the end of your bus wires. Now there is a load on the circuit and any resistance will show up as a lowered available voltage. Even then I probably would not have any heartburn unless there is one whole volt or more missing. Then you need to start sniffing around for where it is getting lost across some series resistance. One volt loss will not show up as any heat, so feeling the wires will not help much. If you are not experiencing a slowdown of the locomotives, my guess is that you're doing alright.

The diagram to the right gives an example of this no-current/no-resistance idea. We have a pair of bus wires as long as you want or have in your railroad room. You have a light bulb out at the far end of the bus and, for the sake of the test, you disconnect the bulb on the ground side of the bulb. Again, this is a 12-volt DC system set to full throttle (voltage) for clarity. If you put a voltmeter into the system as shown, it will show the same voltage as what is coming out of the power pack. Now we know that a light bulb offers resistance, so every piece of common sense says that we should see a lowered voltage reading. But the theory says no current flow, no resistance. Thus the instrument shows source voltage. This is the toughest theory to get on to.

If you reconnect the light bulb and put the positive probe of the test instrument on the + side of the light bulb, you will now see the true available voltage to the bulb. In most cases it will be VERY close to source voltage. But if there is a serious series resistance, you will see a lowered available voltage at the bulb and, after a point, the bulb might even appear to be dim. I've seen as much as a volt and a half missing at the rear end of an automobile when testing for dim taillights. DC really does not like traveling long distances and easily falls prey to resistances.

Watch for Part 4 in the August Switchlist.

Editor's note: The NMRPA Pacific Northwest Region does not promote nor endorse any specific manufacturer or product. Those identified in this or future articles are presented as the author's preferences or as examples only.



Free Money for Model Railroading

Article by Richard Kürschner

Remember when you were a kid and your favorite Aunt Louise would give you \$20 for your birthday or Christmas because she didn't know "what kids these days like?"

Yeah, neither do I. My Aunt Louise was a cheap old bat whose childhood consisted of playing with rocks, sticks, and the family ox. But she would give me \$5 and, back then, that wasn't too bad. A few other relations would give cash as well. Definitely my favorite gift because I didn't have to do chores to earn it, and I could spend the day and the money at my local hobby shop, or even ride the bus downtown to Caboose Hobbies, both very enjoyable.

I never get cash anymore. I've often put "Tammies Hobbies gift card" on my Christmas list, but that present rarely shows up. Folks would rather shop online. And that is why you should make and distribute a list: Give them the links to the specific models you want and they magically show up under the tree or next to your cake! Friends and family don't have to understand a thing about your illness, er, I mean hobby. They just have to know how to point, click, and enter a credit card number. (If your friends and family can't handle those simple tasks, it is easiest to just get yourself some new friends and family.)

So what do you do when you want, no, when you need a new model between major holidays but your enabler won't authorize the expense? You dip into your free money reserve accounts of course!

Wait. What? Free money? Yes! Gather around my friends and let me share with you four opportunities to have your own private slush fund that your enabler can't argue with!

Points Cards

If you use credit cards or just watch TV, you know exactly what I'm talking about. Many major credit cards give you airline miles for making purchases using their card. Airline miles are great, but they don't build the Plywood, Chicken Wire &

Western.

One option I like is the Amazon card. Everything that you normally buy at Amazon on this credit card earns one point per dollar. And this extends to Whole Foods as well. Finally, a benefit for shopping at an expensive grocery store. But how does this help your railroad? You can use the points to buy anything that Amazon sells. So don't waste those points on free toilet paper when you can get free PanPastels instead!

Kudos Cards

Many (most?) companies have the concept of "goodie drawers" where you pick something out when you have "done something good." A company I once worked for extended this to a whole catalog. For example, after 35 years of employment, you could pick out a free clothes washing machine or a crystal vase and they'd throw in a pen and pencil set with a diamond chip and a ruby chip embedded on each. Not much help for the railroad though.

My current company gave up in the face of complaints about the crappy selections and issued a reloadable debit card to all employees. Now, if you do something good, they add money to the card, between \$10 and \$100, depending on exactly how good. You can accumulate as much as you like on this card and the dollars never expire or disappear as "fees." You can even keep the card after you leave the company until you use it up.

I have been fortunate to be able to buy a LOT of railroad stuff using this card (and a couple of emergency airplane tickets). If you have this kind of card at your company, when someone tells you you did a great job, remember this magic phrase: "I'm glad I could help, but don't tell me, tell my boss." It is surprising how often this will result in a recognition! The other key technique is to stick around for a while. My 20th work anniversary is coming up later this year and that should be good for at least another \$200 on the card.



Oregon Bottle Deposit

OK, so you don't want a new credit card and you don't work for an enlightened company. What else can you do? How about saving the environment by collecting empties?

No you don't have to go dumpster diving (unless you want to: in college this technique kept us supplied with all the "beverages" we wanted). But if you live in Oregon and drink anything from bottled water to soft drinks, energy drinks, iced tea, or any beer, you are already paying a 10-cent deposit on every bottle you buy. So help reduce litter and the load on our landfills, return your empties, get your money back, and use that for trains!

While you CAN take your empties into a Return Center, stand in line waiting for a machine to free up while basking in the odor of stale beer, load the cans into the machines while getting soaked in sticky liquids, and then stand in another line for the dispenser to count out your dimes, you don't have to. Oregon supports the BottleDrop program. You fill your green bag at home, drop it off at the center, and a couple hours later check your smartphone to see the increase in your account.

This does cost about 3 cans per bag, but unless you LIKE the smell of stale beer, I think the price is worth it. The funds also accumulate in your account rather than paying out each time as only a few dollars and change that you will probably just take next door to McDonalds anyway. The only constraint is that your withdrawals are limited to \$100 per day.

This program gives you an account in which you accumulate funds, but unless you went dumpster diving, it really isn't free money. It is just a return of money you paid out earlier. So where does the "free" come in? If you use the money in your account to buy scrip for grocery stores, the BottleDrop program gives you a 20% boost in value: use your \$100 account to buy \$120 of scrip at Safeway for example. You and your enabler can then decide to move \$100 or \$120 out of your joint bank account into your railroad fund. Good luck with that discussion.

For more information, go to <https://www.bottledropcenters.com/>.

MyPoints.com

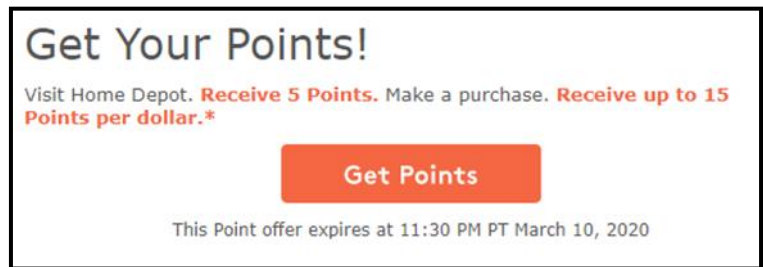
Maybe you don't live in Oregon, don't work for an enlightened company, and don't need another credit card. Fret not. I have yet one more idea for you: www.mypoints.com.

If you are one who spends any time online, you are already seeing ads and companies are tracking your information, so you might as well get some benefit from that, right? That's



where MyPoints comes into play.

MyPoints pays you in points to read emails, view ads, take surveys, and shop. While it varies, every 150 points earned is worth about \$1. Earn 1500 points and you can get a \$10 prepaid Visa card. For fewer points than that, you can get a targeted \$10 card at such useful places as Home Depot (benchwork, wiring) or Amazon (scenery and art supplies).



There are several ways to earn points. On a regular basis, they send emails advertising their partner companies. For some, simply clicking on the embedded link to visit the partner's website will earn you 1 to 10 points. From most of the emails, you will earn either a flat number of points if you shop with the partner or 1-20 points for every dollar you spend shopping on the partner's website. I seem to remember one for 23 points per dollar spent at ProFlowers.com last Valentine's Day. Can you say "win-win?"

If you don't want to wait for an email, go to the MyPoints homepage and search for the company you want to visit. Follow the link and you will earn points for everything you buy. (And yes, if you shop at Amazon through MyPoints and pay with your Amazon card, you get both sets of points!) Depending on how much shopping you do online, this can be very lucrative. Why drive to Walmart when you can earn points, save gas, and avoid the embarrassment of walking into the store with an OptiVISOR on your head?

Another option is to fill out surveys. You will earn five points each for the first four or so you try a day, whether you pass the screening portion or not. When you do pass the screener, you will earn 30 to 250 points for completing the survey. (In other words, sometimes more than a \$1. Hey it adds up!)

They also have opportunities to just watch videos to earn points. This isn't my thing, but maybe you can get your grandkids to watch them from your MyPoints account?

When you are ready to cash in your points, simply click on the Redeem Points button and pick the gift card you want. Don't let the restaurant cards distract you. They won't help build the layout. Unless of course you use them to butter up your enabler! Try not to let your enabler see their favorite store cards either. You clicked the buttons; you pick the card! In a couple weeks, you get the card in the mail. While they might or might not have a small MyPoints logo somewhere on them, there is nothing embarrassing about using them. They are gift cards like any other.

While I have no connection to them, MyPoints does have a referral program. Should you wish to join, I offer my personal referral link: <https://www.mypoints.com?rb=27263484> for your consideration. I will get 25 points when you join and a bonus when you earn points. I completely understand this may sound like a promo for MyPoints. And in a way it is, I've used them for over 20 years and been happy with the returns I've received. For me it is worth it. I offer it to you only on that basis. If you like it, go ahead and open an account with them through my invitation link, or directly through their main page if you prefer. If this isn't your thing, I completely understand and will offer no pressure to join.

I believe there are other similar sites out there for earning money from shopping and taking surveys. I'm not familiar with them and have never used them. If they seem more up your alley, go for it!

Warning: You can waste a lot of valuable modeling time filling out surveys and watching videos. Make sure this doesn't become your new hobby!

Does This Work?

Can you really make money doing these things? Sure can! These companies do give you free money. Some, like MyPoints, can be time consuming, but if you're just watching TV news or sports (or listening in on a boring work conference call) and not modeling, you might as well use your smartphone to make a few extra bucks. Taken together, these can achieve a significant reserve.

While this year's convention in Eugene was unfortunately canceled, I was planning to use each of these techniques to attend for free:

BottleDrop – Paid for my registration.

MyPoints.com – I would have paid for my hotel with Visa gift cards.

Amazon points – Paid for a new laser pointer for the clinics I was going to give.

Kudos Card – It would have paid for my purchases at the swap meet and at Eugene Toy & Hobby (always support local hobby shops!). And I still would have had my railroad pocket cash untapped to pay the vendors who didn't take plastic.

A free convention with no objections from the enabler? Works for me! And you can bet it's going to work next year. too.

Officers' Reports

From the Engineer's Side of the Cab

Kurt Laidlaw, President

As I reach the end of my tenure as PNR President, I want to thank all the people I have met who have become friends and mentors. If I hadn't taken the plunge and challenged myself to accept the position, I never would have met some of the people I have. I sincerely hope all of you are safe and have remained healthy during this pandemic. This has certainly not turned into the year any of us could have imagined. It was disheartening to have to cancel the PNR convention, but, as it turned out, we were just the first in a long string of cancellations. NMRA did not cancel for the SARS crisis or the H1N1 crisis, but even they had to cancel this year's convention in Kansas City. Our members in the 1st division put in a great deal of time and effort arranging for a great regional convention in Eugene, Oregon. I appreciate the work you did. I hope you can use much of what you learned this year and even improve what you do in 2022. Meanwhile, we have other things to think about in the next couple of months.

This is an election year for the PNR, the 2nd, 4th and 6th divisions. Please take time to vote in these important elections. The nominees have stepped up to volunteer as leaders within the region and they deserve to be supported in their endeavors. The quickest way to do that is to vote. None of us should be so busy or uninterested that we can't take a few minutes to vote. With "ElectionBuddy" you don't even need a stamp. Your ballot comes electronically and you respond electronically. You don't have to leave the comfort of your bunker and go to the post office. There is absolutely no reason we cannot have participation from at least 80% of our members instead of the usual 10%. That means 1,280 of you need to demonstrate your appreciation for those who are running. As I have continually said over the past two years, step up to the challenge. Support your division and your region by voting for the officers who are running.

I have been working on my railroad empire while stuck at home. You might remember that I had an 8' x 14' room built in my back yard last year. I had planned to begin building my layout and have trains running by last Christmas. Needless to say, that didn't happen. Mr. Murphy rode into town and scuttled my plans. The contractor I hired to build a deck in front of the room absconded with the money, leaving a 3' first step up to the door. But, let's face it, the real problem was procrastination. I could always find another project to work on instead of getting started. When I found myself at home for the duration of the state lockdown, I finally found the time to finish the plan, rework the plan, buy the supplies, change the supplies, and finally start building the benchwork. Mr. Murphy has been my constant companion in the project so far, but despite his best efforts, I am making progress. I continue relearning lessons I had forgotten in the 12 years since I built my first layout. I discovered that if you draw a plan on the computer using Fast Tracks turnouts and then build the layout using Peco turnouts, things don't match up. Oh, and who knew soldering could be so fun? I built my first section of benchwork and left it unattached so I could turn it on its side and do all the underneath work while standing. Then one day, I forgot what I was doing and glued the benchwork in place. Now I'm trying to figure out how to break the glue seal without damaging the benchwork. The friends who were going to help keep me from making stupid mistakes are all busy working on their own layouts while hiding in bunkers. For some reason they want me to finish my railroad so they can come over and run trains. I would be more than happy to supply them with masks and a steady supply of nourishment if they would come over and "help" with the wiring and soldering. They might even know how to put down flex track and keep it straight instead of acting like an angry snake. Of course, while they are helping, I will have to stay out of the building to maintain 6' of physical separation, but I don't mind.



One last random thought to share: Given that we didn't have a regional convention this year, I suspect there will be lots of interest in getting together in Boise next spring. I'm sure it is going to be a great time. One of the nice things about Boise as a convention location is its more central location in the region (at least for those members on the US side of the border). I look forward to seeing many of you there, where we can compare war stories, enjoy some great camaraderie and participate in all the activities the 3rd division has planned. Look for further details elsewhere in *The Switchlist* and remember to register early and often.

Again, thanks to all of you for making my tenure as PNR president an enjoyable learning experience.

Kurt

From the Fireman's Side of the Cab

Bob Parrish, MMR, Vice President

In my preparation for this newsletter, I typically start working up my next submission to the editor soon after the previous issue goes up for print. That means that I started on this in late January of this year. Well, I can throw out all of those notions as nothing looks the same any longer. The virus has changed much of what we do and that includes how we now must function as modelers.

The cancelation of the regional gathering in April was our region's first casualty. I was a part of that decision making and it was probably the least fun thing I have had to do in my tenure as your VP. So many good and diligent efforts of the First Division were put on hold. It appears that the First Division will host the 2022 regional gathering in Eugene. Ladies and gentlemen, thank you for your work and dedication to this hobby.

More recently, the abandoning of the national gathering in St. Louis also marks up the degree of those changes around us. More locally, we have set aside for the near future any divisional gatherings until further notice.

Now, getting very close to home and the really painful stuff. I have had to forgo my regular Monday night gathering of a group of crazies who have been together for well over 20 years in varying venues.

In trade for that, I have gotten a lot of bench time and followed some hobby-specific chat groups that have regional and international connections. Operating sessions have nearly ground to a halt but Vivian has chosen to come and visit my upstairs world on Monday nights and she is learning to operate several train order schedules. Thus, the shippers and consignees on my railroad have stepped back from the formal corporate challenging of my position as general superintendent for management of the railroad as they are still getting some of their freight orders filled.

It is easy for time to slip by even as we now seem to have more of it. For now, here is a brief list of those things that we modelers can still do to support each other in our hobby addiction.

Set out a time to phone a fellow modeler and see how they are doing. What are they working on? Have they gotten around to the spot in the corner that has gone un-scenicked for the last fifteen years?

Become a part of a local or regional chat group. A new one in the Pacific Northwest formed only in the last month or two. Here is the location: <https://groups.io/g/PNWRRModelers> (used by permission). This is a closed group so you will need to apply to become a group member. My acceptance was confirmed within a few hours.

Depending on how your email software functions, create a small batch of email recipients from your local area. Start a conversation and then put up photos. Most mail systems handle photos in a jpeg format rather well and quite easily. Encourage your group to "Reply All" so as to keep all in the conversation.

Many new group gathering formats have come to the fore in the last months. Apple iPhones now allow multiple people on their FaceTime app and [Zoom](#) has become a part of our daily lexicon. I heard only in the last few days of another online meeting app called Google Hangouts. Although it looks like it is aimed at business, it could be used for small casual group conferencing. You might let me know how that one goes. Modeling today has many new tools in all of this electronic stuff.

There are any number of other ways we can use our electronic wizardry available to us today to keep ourselves (and each other) going during these times of sequestering.

For now, keep on modeling.

Treasurer's Report

Aaron Gibbens

See the Treasurer's Annual Report on the PNR website at: <http://pnr.nmra.org/policies/minutes/2020reports/>

Office Manager's Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months from April 2019 to April 2020.

You can see by looking at the figures below what's happening with the membership of the Region. Our membership continued with its roller coaster effect during this last year with a net loss of nine members. We did, however, bring in 160 new members during this period, of which 54 were Rail Passes and several were Family members and Student members. Unfortunately, we did lose 22 active members to death during this period. Please refer to the list of deceased members on [p.7](#).

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.

I keep mentioning the "large number" of Inactive members but never show it, so here are some numbers. April 2018 had 3802 names, April 2019 had 3903 names and April 2020 had 4042 names! Compare those numbers to our active membership numbers like April 2020 with 1591 members! Surely some of those on the Inactive List are recent members who went on the 30-day and 60-day Past Due lists before giving up on staying members. Do we have anyone in our Divisions doing any follow-up with the 30-day and 60-day Past Due members to see why they are not renewing? Might be something to consider.

Remember, Membership retention is the job of every member!

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

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

Div	Apr-19		May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20		Net +/- over year Apr-Apr
	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	102	5	101	5	103	6	105	4	105	4	101	4	106	4	106	4	105	3	107	3	106	3	100	3	100	3	-2
2	143	2	144	2	146	2	147	2	145	1	145	1	142	0	141	0	144	0	147	0	145	0	142	1	142	1	-1
3	80	1	83	1	80	1	83	5	83	5	85	6	83	6	82	5	82	5	86	6	87	7	89	7	88	6	8
4	483	9	476	8	473	9	473	9	471	9	473	9	476	10	479	10	477	9	486	10	490	9	485	11	484	10	1
5	193	4	194	4	195	6	199	8	199	8	199	8	193	8	198	6	196	6	198	5	205	5	205	5	205	4	12
6	253	2	253	4	249	4	246	8	247	5	251	4	239	4	236	3	231	2	256	2	251	2	252	0	252	2	-1
7	339	13	347	23	342	20	335	18	333	16	333	16	335	14	334	14	309	4	311	3	321	4	320	0	313	4	-26
Tot	1593	36	1598	47	1588	48	1588	52	1583	48	1587	48	1574	46	1576	44	1544	29	1591	29	1605	30	1593	27	1584	30	-9

Table 2. New members showing Rail Pass portion by Division

Div	Apr-19		May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20		Total	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	0	0	2	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	2	1	9	4
2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	1	0	0	6	1
3	0	0	3	0	0	0	3	3	0	0	2	1	0	0	0	0	0	0	2	1	2	2	0	0	0	0	12	7
4	0	0	1	0	3	2	2	0	2	0	4	1	7	1	6	2	1	0	11	3	5	0	5	2	2	1	49	12
5	1	1	3	0	2	2	3	2	0	0	0	0	1	0	3	0	1	0	5	1	5	0	2	0	0	0	26	6
6	1	1	5	2	0	0	4	2	0	0	2	0	1	0	0	0	0	0	9	0	3	2	1	0	4	0	30	7
7	3	1	13	12	0	0	0	0	0	0	2	0	1	1	3	2	3	0	2	0	3	1	2	0	0	0	32	17
Tot	6	3	27	15	6	4	13	7	2	0	10	2	10	2	14	5	3	0	32	6	18	5	11	3	8	2	160	54

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

Div	Apr-19		May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20	
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP
1	2	0	4	1	0	0	0	0	1	0	3	0	0	0	1	0	2	1	1	1	1	0	4	0	2	1
2	3	0	2	0	4	0	0	0	3	1	1	0	2	0	1	0	1	0	2	0	2	0	3	0	2	0
3	0	0	0	0	3	0	0	0	0	0	1	0	2	0	0	0	1	0	1	0	1	0	0	0	1	0
4	10	1	10	1	5	0	4	0	6	0	5	0	7	0	5	0	5	0	7	2	6	0	9	0	8	1
5	2	1	3	0	1	0	1	0	1	0	1	0	7	0	0	0	2	1	2	1	0	0	4	0	0	0
6	4	0	10	0	4	0	9	0	1	0	2	0	0	0	6	0	6	1	0	0	8	0	1	0	5	0
7	4	0	9	1	7	2	7	2	5	2	2	0	15	0	5	0	28	10	5	1	2	0	3	0	7	0
Tot	25	2	38	3	24	2	21	2	17	3	15	0	33	0	18	0	45	13	18	5	20	0	24	0	25	2

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

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

Div	Apr-19		May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20		
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	
1	1	0	1	0	4	1	0	0	0	0	0	1	0	2	0	0	0	1	0	1	1	1	1	1	0	4	0
2	8	2	3	0	2	0	4	0	0	0	3	1	1	0	2	0	1	0	0	0	2	0	2	0	2	0	
3	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	2	0	0	0	1	0	1	0	0	0	0	0
4	11	0	8	1	10	1	5	0	2	0	6	0	3	0	5	0	5	0	4	0	4	2	6	0	6	0	
5	2	0	2	1	3	0	1	0	1	0	1	0	1	0	5	0	0	0	2	1	2	1	0	0	4	0	
6	0	0	4	0	10	0	4	0	7	0	0	0	2	0	14	0	6	0	4	1	0	0	7	2	1	0	
7	4	0	1	0	7	1	7	2	5	2	5	2	2	0	0	0	3	0	23	9	3	1	1	0	3	0	
Tot	26	2	19	2	36	3	24	2	15	2	16	3	12	0	28	0	16	0	35	12	13	5	17	2	20	0	

Achievement Program Report

Jack Hamilton, MMR, AP Chair

THREE GREAT QUESTIONS (asked again)

1. When you visit with a friend who has a layout (open house, operating session, work session or just to stop by), do you look for potential Merit Award work? If not, why not? Don't you think enough of the modeler's work to suggest it be evaluated?

2. When you are talking with a new (or prospective) member, do you mention the AP as a way to learn and a way to increase skill in the hobby? Do you find out if the new guy has already completed work that could be looked at by the AP folks? Did you know that a Rail Pass member can earn every AP certificate except for MMR?

3. Did you know, in the world of membership organizations similar to NMRA, programs like AP are heavily encouraged because of the bonding and feeling of worth they create in participating members? Apparently, no matter what people say in public, they really do like having their efforts recognized and appreciated and participate more actively in groups that offer that opportunity?

Distant Evaluation Opportunity

The reactions of the governors of our individual states and provinces have certainly curtailed our ability to mingle. That has had direct impact on the opportunity for onsite AP evaluation or evaluations at meets and other activities. The opportunity for Distant Evaluation remains and if you have a structure, car, or civil item ready for evaluation, please contact me.

Awards Earned

Since the last report we have had a number of earned awards.
There were no Golden Spike Awards earned during this period.

The following members have earned Merit Awards for their work:

- Larry Sloan** earned Merit Awards for Civil (3)
- Larry Sebelley** earned a Merit Award for Structures
- George Day Audley** earned a Merit Award for Scenery

The following members have earned Achievement Program Certificates:

- Robert Martin—Chief Dispatcher
- Larry Sloan—Model Railroad Engineer – Civil, Electrical
- George Day Audley—Master Builder – Scenery
- Brian Stokes – Association Volunteer, Author
- William Fassett—Chief Dispatcher

Congratulations to all. Well Done!

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

Division Reports

1st Division

Rich Pitter, Superintendent

Not much for First Division this quarter. We've had no activities since the beginning of the year and although we have some future mini-meets planned, no dates are attached yet, due to He-Who-Shall-Not-Be-Named. Our convention committee was on track for the April 21-24 convention but that was scrubbed, and we're in the process of finalizing the costs.

2nd Division

Jeff Shultz, Superintendent

On Saturday, February 22nd, we had our 1st Quarter meet at Garden Home Rec Center. The 28 people who attended (including 9 non-members) were entertained with three great clinics, seven people left with gift cards to Tammies Hobbies ranging from \$10 to \$50, and everyone left with 10% discount coupons to Tammies.

Elections were held (ended May 9th) for two open board of director positions. Jeff Shultz ran unopposed as the incumbent for Superintendent.

Our next meet and annual meeting, scheduled for May 16th, has been cancelled. The board is discussing alternatives. Because of this, judging of the boxcar shell contest has been pushed back to an undetermined date in the future.

3rd Division

Jerry R. Thomas, Superintendent

We in the Third Division have gone underground like most of the country and the industrialized world. Our meetings have been cancelled for the time being. We have requested members to use sequestered time to model. Members have shared some of their progress already. We are organizing a special edition of our division newsletter, *The Purple Sage Limited*, to share our solitary progress.

Planning continues for our hosting of the PNR 2021 convention, "Idaho Rails 2021." Convention chairman Stephen Loop continues to work on details and we all look forward for the opportunity to see all of you in the Treasure Valley. Be sure to read Steve's more detailed overview of the convention under the **PNR** News and Announcements section in this edition of *The Switchlist*. It should be a great convention and a wonderful chance to see our railroad friends again.

4th Division

Russ Segner, Superintendent

We have had a rather good year. Membership has held up at 484 and participation at events was particularly good. Our modular groups participated in many area trains shows, including Seattle Center, Tacoma History Museum, Puyallup, Monroe, Lynden, Maple Valley, and MOHAI, the Museum of History and Industry.

Our finances are in excellent shape and we are seeing an increase in individuals stepping up to leadership roles.

Our Annual Meeting this year will be different, just like our PNR meeting – online on May 23. Our 2020 Golden Grab Iron Award will be presented as well as other special recognitions.

Current circumstances require us to shift methods, so clinics will be online for the foreseeable future. Our Modular groups and Clinics continue to grow with new participants and greater attendance. We recently approved sponsorship of a new Free-mo HO modular group, the former Tacoma Northwest Club. Larry Sloan is the leader of this group. A new HO_n3 Free-mo group is being formed with modules already being started.

The future of large train shows is possibly in doubt right now, but most of us are using this time at home to really buckle down to model building and finishing those layout projects. I feel this new circumstance will bring about better communication amongst members. Already other regions are holding online clinics and reaching out across the country.

Finally, I want to add copy of a letter I recently sent regarding advantages of NMRA membership.

Advantages of NMRA Membership

We share. The NMRA is the one organization dedicated to sharing interest in model railroading.

We care about the future of the hobby by leading in the establishment of standards used by manufacturers and modelers. This has promoted a wide array of factory-built models as well as electronics used in the hobby.

We promote the hobby on a consistent basis to the public at train shows and museums. A great many of our members are volunteers in restoration and operation of historic railway equipment. The NMRA led in recently establishing a large permanent exhibit on model railroading at the California State Railroad Museum in Sacramento, California.

We educate one another and the public about railroads, their history, and contribution to our economy. We also educate and promote safety around trains.

Membership comes with the *NMRA magazine* which contains information on activities locally and worldwide as well as articles on model building.

We have an array of local, regional, and national meetings to share experience in “how to” clinics, history, and research on various rail operations.

We challenge each other in model building contests with awards for excellence. We learn from each other and many work together in construction and operation of home layouts.

We have a program called Master Model Railroader, which requires completion of work in the major skills of model railroading. This is a challenging program and the MMR Award and Designation is a lot of work well respected in the hobby.

The 4th Division has a strong effort going with modular layouts in several scales. This a great way to meet and work with other model railroaders, to improve modeling skills, and share the hobby with the public. *Comraderie is the glue that keeps us active and strong. Model Railroading is fun.*

I invite you to join us.

Russ Segner, Superintendent 4D/PNR/NMRA

5th Division

Bill Fassett, Superintendent

In the February *Switchlist*, we were looking forward to a very eventful March and April with upcoming train shows in Spokane, Lewiston, Livingston, and Helena, and a division meeting in April at the Inland NW Rail Museum in Reardan, WA. Well ... the Spokane Train Show was a success and got in just under the wire ahead of the various stay-at-home orders. Unfortunately, we missed seeing division members in Idaho and Montana—looking forward to next year!

So, like many of our members, we are working more diligently on our layout, and before the closures we were able to visit a couple of members' layouts to conduct AP evaluations. One of our members in Oregon was also able to participate in the region's distance evaluation program to obtain a review of a structure that he had intended to display in Eugene. Information on the distance evaluation program is available on the PNR website, or by contacting Jack Hamilton.

The executive committee of the division voted to reschedule the division business meeting for July 11, at the Inland NW Rail Museum, assuming the museum has opened by then.

6th Division

Ed Molenkamp, Superintendent

Greetings from the 6th Division.

Hoping that you are all safe and sound and are working on AP awards and models for next years conventions. ☺

This seems to be the perfect time to dust off the work bench and get to those projects that you never seem to have time to finish. Looking forward to seeing you all somewhere in the hopefully near future.

7th Division

John Martin, Superintendent

Our sincere condolences to those who have lost friends or family as a result of the coronavirus.

While the world has been turned upside down, we are fortunate to have our hobby to at least partially ease the discomforts of social isolation. The more positive among us have chosen to use the time to tackle long-postponed projects on their layouts or to finally open some cardboard boxes. Your fellow NMRA members are a great bunch of people who are more than willing to share ideas and help keep you motivated—stay in touch!

The cancellation of the annual Railway Modelers Meet of British Columbia (RMMBC) that was scheduled for May has been a major disappointment. Fortunately, the organizers have come up with a plan to keep us interested, involved, entertained, and educated. A “Virtual Meet” starts on May 21st at 7 p.m. and runs for four successive Thursdays. No charge—you just need to register so we can send you instructions. Details appear elsewhere in this issue of *The Switchlist*.

I hope you’ll participate in what we think will be a very successful effort to serve the modelling community with a highly rewarding event.

We would also like to see you in person when we are once again allowed to get together. Please stay safe so that can happen.



Partnership Program

NMRA members can log in at 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!

PNR Interchange

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

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

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

FOR SALE: Large collection of post-war Mantua brass/zinc products. Most are locomotives and a few caboose offerings (some painted and most are not). There are a few freight cars (most are completed and not in boxes). There is a complete set of *Belle of the Eighties* locomotive and passenger cars (painted). Large supply of new old stock parts for Mantua in a series of small four-drawer boxes which were marketed to authorized dealers for sale of repair parts. Contact me at bobparrish770@gmail.com.

YOUR PERSONAL AD OR REQUEST FOR
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Searching for that "special run" or hard-to-find locomotive?

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

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

Timetable

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

2020

May 15–17, Camrose, AB

CANCELLED. 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

May 22-24, Burnaby, BC

CANCELLED. 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/

May 23-24, Carstairs, AB

CANCELLED. Model Train and Hobby Extravaganza. Carstairs Curling Club, 350 11th Ave (West of CO-OP). Saturday 10 a.m.–5 p.m., Sunday 10 a.m.–4 p.m.; admission \$5, kids 5 and under free. Info: Rick, 1mvmmc@gmail.com, 403-556-8121 (home), 403-507-3314 (cell)

Jun 13 (Sat), Lethbridge, AB

POSTPONED? Huge sale of N Scale locomotives, rolling stock, track, switches, buildings and other cool stuff at the Southern Alberta Model Railway Club building in Gyro Park, 15th Street and 10th Avenue A South. Please note that sales will be cash only. Watch the club's website: www.albertasouthernrailway.ca for more info.

Sep 18-23, Nelson, BC

CANCELLED. Joint CPHA-GNRHS convention, and the first-ever national CPHA convention. Watch for more information in future issues of CP TRACKS and on the CPHA website (www.cptracks.ca). Please remember that you must be a member of either CPHA or GNRHS to attend this event. For more information, contact Scott Calvert, Co-Chair, Nelson 2020.

NOTE: Be sure to double-check on the status of specific events because conditions may change rapidly.

Pacific Northwest Region Staff

Officers

President: Kurt Laidlaw, 253-495-8351, ananas99@klaidlaw.net
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Treasurer: Aaron Gibbens, 541-501-4401, PNR-Treas@outlook.com

Asst. Treasurer (Canada): Larry Sebelley, 604-858-5717, sebelley@shaw.ca
Asst. Treasurer (US): *Position vacant; please volunteer!*
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Education: *Position vacant; please volunteer!*
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bobparrish770@gmail.com
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5th Division: Bill Fassett, 509-468-4900, b.fassett@comcast.net
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7th Division: John Martin, 604-594-9719, jmartin@jdmartin.ca

Pacific Northwest Region National Model Railroad Association

-  **Division 1:** Southwestern Oregon
-  **Division 2:** Northwestern Oregon, Southwestern Washington
-  **Division 3:** Southern Idaho, Eastern Oregon
-  **Division 4:** Western Washington, Alaska
-  **Division 5:** Eastern Washington, Northeastern Oregon, Northern Idaho, Montana
-  **Division 6:** Alberta, Saskatchewan, Northwest Territories
-  **Division 7:** British Columbia, Yukon

