



The Switchlist

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

November 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 Motor Track	SHIFT WORKED		Arrived Round House or Motor 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
 7:15 AM Throttle: 0 Next Yard: St. Rose, LA
 Drew Maduro Origin: Reserve, LA
 7-027 Destination: St. Rose, LA
 UP 2701 Cabin: 199044

be	SPOT	NxtLoc	Tons	Contents	Hdg
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Hall 2 42 700M 4865

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

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

CAR	Initials	No.	Contents	Destination	Consignee	Tonnage
1			Williams Bros			
2		68820	70	70		
3		68262	70	72 21		
4		68758	72	72 18		
5			72	72 16		
6			55	55 17		

Liquid 3.5

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N.P. 1204
 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. 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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Decisions, Decisions

Life is full of them. They can be overwhelming at times, and some can actually influence life and death. But I don't want to dwell on the negative side. Model railroading is supposed to be an escape or safety valve from the daily stresses in our lives. Right now, as members of the NMRA, we are individually and collectively trying to straddle a fine line between actively supporting our hobby and NMRA fellowship while minimizing the risk of COVID-19 transmission to our members and families. So, I'd like us to really appreciate the difficult decisions our regional and division leaders are making in meeting those two goals.

The PNR Board of Directors has been meeting (via Zoom) to provide guidance and support to the 3rd Division for the 2021 convention. The hotel in Boise required a Go/No Go decision by November 1. Given the circumstances and trends, the BOD and 3rd Division decided the convention will be conducted as a virtual event. Details on the dates, times, and other elements will be forthcoming. Division Superintendent Jerry Thomas provides a few more details in his quarterly report on p.12. A BOD meeting is being held November 14th, so more information should be available in the meeting minutes, which will be posted on the PNR website at: <http://pnr.nmra.org/policies/minutes/>.

This edition of *The Switchlist* has the usual content. The *In Memorium* section lists those PNR members who have passed away over the past year. Please remember them and their families in your thoughts. Over the past quarter, the PNR has gained 20 new NMRA members. Please check the list of names and locations on p.4. Then coordinate with your division superintendent to ensure those new members living near you are welcomed and made aware of any upcoming virtual events during these days of social distancing. All it takes is an email or two and a little initiative.

The one feature article in this edition is again provided by our prolific writer Bob Parrish, MMR. It is the fifth installment of his 10-part series of articles about electricity. Thanks, Bob!

Quarterly reports from the PNR officers, staff, and division superintendents begin on p.8.

As to be expected, the Timetable continues to be extremely gaunt on upcoming events. Even the list of cancelled events is dwindling because no new face-to-face events have been scheduled. However, there are increasing numbers of online activities. Excellent examples include the 4th Division's ongoing virtual layout tours. See Superintendent Russ Segner's discussion in his quarterly report (p.12). And the 7th Division will again host a virtual event of the Railway Modellers Meet of BC. In May 2021. See Superintendent John Martin's discussion and the weblink (p.13).

A reminder of another way to stay connected is through the numerous online forums. In his column on p.8, President Jeff mentions a recently created home-grown group—the PNWRRModelers@groups.io.

So, as you can see, there are increasing opportunities to keep you engaged, continually learning and sharing, and making contact with your fellow model railroaders. One challenge is that these virtual events sometimes overlap and you'll have to **decide** which one to attend. Luckily, a number of them are being recorded and posted online for later viewing!

I hope you, your family, and friends are staying safe and healthy. This is not the time to let down our guard.

Oh, by the way, Happy Holidays!! I hope Santa is generous to you this year.

Greg Kujawa, Editor

PNR News and Announcements

Idaho Rails 2021, PNR Convention

In brief, the PNR convention is being planned as a virtual event. The dates and other details are not firmed up yet. Please see the 3rd Division report on p.12 and stay tuned for updates over the coming months.

In Memoriam

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

Deceased Members of the PNR — October 2019 through October 2020

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
May 2020	02	Emrich, Robert	Tigard, OR	
June 2020	02	Schmidt, Stan	Dallas, OR	Life Member
July 2020	04	Walters, Douglas P	Lakewood, WA	
August	01	Van Atta, Keith A	Roseburg, OR	
September 2020	04	Byerley, James M	Bremerton, WA	Life Member
	05	Reuszer, Don L	Coeur D' Alene, ID	
October 2020	05	Hartung, Michael R	Nine Mile Falls, WA	

**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

New PNR Members

August–October 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
01	Riley	Steve	Albany	OR
01	Runner	Steven	Corvallis	OR
04	Case	William	Chehalis	WA
04	Hamer	Don	Maple Valley	WA
04	Hollatschek	Chantal	Tumwater	WA
04	Hopwood	Cedar	Fairbanks	AK
04	Kromwall	James	Lilliwaup	WA
04	Kulaas	Mark	Wenatchee	WA
05	Case	Robert	Spokane	WA
05	Didelius	Paul	Lewiston	ID

Div	Last Name	First Name	City/Town	State/Province
05	Koplin	Norm	Frenchtown	MT
05	Malm	Jim	Spokane	WA
05	Neely	Tyler	Lewiston	ID
05	Underwood	Stephen	Lewiston	ID
05	Wilson	Jason	Lakeside	MT
06	Hoy	Ronald	Peace River	AB
06	Looker	Neil	Innisfail	AB
07	Appelt	Arnie	Chilliwack	BC
07	Hoffman	Kyler	Delta	BC
07	Maag	Reinhard	Kaslo	BC



PNR Train Orders

Any member who has elected to unsubscribe to the *Train Orders* direct email (via Constant Contact) but now wishes to resubscribe needs to contact Jack Hamilton, *Train Orders* editor/dispatcher.

These are the instructions to resubscribe:

1. Send an email to gradiver@wavecable.com with your name, NMRA #, email address, and a request to resubscribe.
2. When you receive the confirmation message from Constant Contact, promptly complete the actions required.



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OPERATIONS & TECHNOLOGY CONVERGE...**

Join us in Santa Clara, California for NMRA's national convention featuring clinics, layout tours, contests, and a renowned keynote speaker.

Enjoy beautiful weather, world-famous local attractions, and fellowship with your friends!

www.nmra2021.com



Features

Basic Electricity ... no math. I promise (Part 5 of 10)

Article and photos by Bob Parrish, MMR

Editor's Note: This is the fifth 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 6-10) 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 5

Relay

An additional electrical component that must be considered before we go on to electronics is a thing called a *relay*. Simply put, it is an electrically operated switch. This device is cool as it uses one circuit to control another without the two affecting each other. To say it again, a small amount of current in a control circuit can control a lot of current and perhaps even different voltages or types of current. An example with the greatest separation of current flows that I can think of is a solenoid (auto code for high amperage relay) on a starter motor. Your key switch operates with a 16 or 18 gauge wire and it brings in a circuit that requires wire in excess of one quarter of an inch. To read amps into this, a solenoid probably draws less than a quarter amp but brings to the starter 125 to 250 amps of current. Recall the huge wires around the battery of your car. Those wire sizes are really only necessary due to the starter motor. The balance of your car can run on an 8 or 10 gauge wire from the battery. It would be quite impractical to bring a large battery cable all the way up your steering column to activate the starter. Most manufacturers have the solenoid on the starter motor, and then there is Ford. They had theirs as a remote device bolted on the fender liner for many years.

If you turn on something in your car and you hear an immediate click, you are probably hearing a relay come in to get something done. Most cars today have a dozen or more relays scattered around the car; most are located in a relay box or as part of the fuse box under the hood or dash. If you have a car where you can pull the turn signal lever to change to high beam headlights, or flash them, you are operating a relay.

Relays are really a magnetically driven switch that has a control-ING circuit and a control-ED circuit. Usually these are independent circuits. The ING circuit is a magnetic winding in the relay with a relatively high resistance wire with a lot of turns around a spool that causes a very low current flow and thus little heat rise. With that low operating temperature, a current can be applied to the magnet for a very long time without damage to the relay, unlike a winding in a twin-coil turnout machine which has low resistance and high current flow and requires a momentary switch.

I have never found a consistent numbering system cast into the base or printed on the case of relays in the US for what each contact does, so it takes bit of poking around. The magnet winding can be found with an Ohm meter (4-12 Ohms or a bit higher) and the contact sets will be either infinity or zero resistance. Much of the rest of the world uses the German (Deutsches Industrial Numerical) DIN system and the numbers are helpful and consistent. 30 represents source voltage for the controlled circuit. The numbers 87 - 87a - 87b all represent outputs of the controlled circuit. 85 and 86 are the magnet winding and polarity is not terribly important.

The terms *normally open* (NO) and *normally closed* (NC) describe the contact set when there is no voltage applied to the magnet portion of the relay. Thus, any relay can be mapped and applied to a wiring diagram for diagnostics. The NC contact sets will pass current when no voltage is applied to the magnet. The NO contact set requires the magnet to be activated to complete the circuit and turn something on. The NC contacts are useful to turn something off when some other circuit is activated. The more common usage of a relay is to turn something on when the magnet is turned on. Relays can be similar to a single-pole, single-throw (SPST) switch, a single-pole, double-throw (SPDT) and up from there to two, three, or four contact sets that may be independently controlled circuits running off of one controlling device that activates the magnet.

A Tortoise brand switch machine has one each of these NO and NC relays. From one turnout position, they reverse when moved to the opposite turnout position. Thus, terminals 2-3-4 are one relay set and 5-6-7 are the other. Terminals 1 and 8 are the actual operator for the turnout reversal.

In the diagram below, the controlling circuit can apply voltage to the magnet winding and mechanically pull the switch to the NO contacts, away from the NC contact set. For model railroad purposes, most any relay will handle the sorts of current flows that we are moving. A relay contact set can move any sort of signal or type of electric current; which would include: Alternating current, Direct current, or a pulse width signal that is associated with a DCC system. More on pulse width in the electronics stuff to come.

Although alternating current may be applied to the magnet winding, it may make the relay buzz. That is what you hear when your washing machine is filling with water. They use magnet valves to allow hot and cold water into your machine and use the AC that is already resident in the machine. As we don't do much with AC in model railroading any longer, this may not be an issue but it can be done. Direct current is best for small compact relays but you **MUST** verify the voltage at which the magnet winding is designed to operate. There are 12-volt, 24-volt, and probably a bunch of other voltage demands that I've never been exposed to. Relays work best if operated within two volts of the designed value. Too low of a voltage will fail to pull the contact set switch to the NO side and too much voltage will translate into heat and resulting damage. Usually the voltage necessary to operate the relay will be printed on the metal or plastic cover of the relay in addition to the maximum voltage that the contact sets are designed to handle. At 12 to 15 volts we seldom tax the contact sets to any extreme.

Comments on a false notion

I need to de-bunk a notion that is out there about current flow. I've seen this statement go by several times on the Easy DCC page and heard it in conversations: "I raised my power supply from five amps to ten amps and a decoder blew up." Unrelated!

If that were true, you would have half a million volts and a whole bunch of amps leaping out of your wall sockets at home. Air is a pretty good insulator for our household usage. The air gap in a common AC wall switch is about 1/16 inch. If current were the driver in a circuit, the available current could easily leap that small air gap. Electrical consumers establish current flow. A consumer is anything useful that we do with electricity: lights, motors, solenoids (windings in twin-coil switch machines) and cool LED signs that are now available and stall-motor turnout controllers.

To say this again, current flow is established by the consumers not by the source. Current sources only need to be chosen so as to be able to provide adequate current, thus voltage, to be able to operate all that we might demand from it.

An example of resistance vs. current flow is an incandescent light bulb. You turn it on and the electrons see a path from – to + and an electron stampede (current flow) across the filament in the light bulb. BUT ... recall that we spoke previously that resistance and current work oppositely. At the moment the stampede starts, there is an immediate rise in resistance due to heat across the filament that brings the light bulb to equilibrium that will cause it to glow at a predictable brilliance. You have all seen an equilibrium failure in light bulbs. Most bulbs fail when starting, especially as they age out. To say this more clearly, they fail due to the heat rise of current flow before the resistance can harness the current flow.

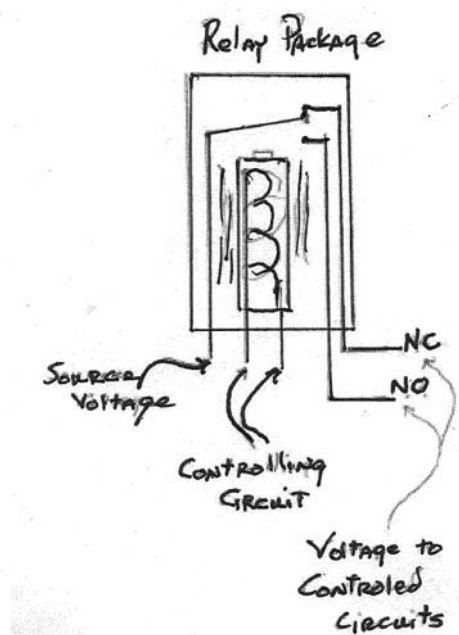
Direct current motor operation.

In a direct current motor we have a winding on a thing called an armature; that's the part that rotates. The armature is suspended inside a magnetic field and is able to change its polarity mechanically so it becomes a dog chasing its own tail. Apply voltage and it goes around in one direction, reverse the current flow direction and it will go the other way. The armature windings don't have a lot of resistance in the wires but, in the process of whipping around in there, a magnetic resistance is created that becomes a current limiting factor. This is referred to as EMF, Electromotive Force. Put the word "back" in front of it and the implication is resistance. So, while the motor is going around, the magnets are raising the resistance and limiting the heat in the armature. Also, the armature in an open-frame motor is something of a fan and that also helps cool it. Recent DCC decoders are able to read the back EMF and limit the slowing and speeding up of a locomotive on hills.

More modern can motors are much more efficient largely due to the type and shape of the magnet inside. They create a much more efficient back EMF that limits the current flow to values much more likable to DCC systems. The lower current flow allows them to be completely enclosed and not dependent on air for cooling.

If you apply a full 12 volts to an open frame motor and pinch the armature to a stop, the current flow will go to anywhere from five to seven amps and the motor will get very hot very quickly. If you apply a full 12 volts to a can motor, the current flow will be something like 1/3 to 1/2 amp. It too will get hot when stalled like this. Most locomotive manufacturers are now using can motors because DCC decoders don't like the electrically noisy back EMF of an open frame motor and they really don't like the necessary current flows to make them operate at any reasonable speed.

Tortoise brand switch machines are also a motor but they have a very high resistance in the armature wires and don't depend on back EMF or air movement for cooling. Apply a voltage in one direction and they move the turnout points in one direction; reverse the current flow and the points go back the other way. The tradeoff is that Tortoise machines don't do any-



thing quickly. You have a similar motor in the freezer in your kitchen if you have an ice maker. The bail arm that swings out looking for a full ice tray is able to stall and hold the motor until space becomes available.

Solenoid switch machines, twin-coil machines, are relatively inefficient and don't cool themselves very well. When you activate a winding to move a turnout in one direction, the solenoid creates a huge low-resistance path for electrons with very little back EMF. This winding is creating a magnet that mechanically pulls a lump of iron to one side and holds it, mechanically, and moves the turnout points. Thus, they get hot easily and must be controlled by momentary buttons or switches on a control panel.

Tortoise stall motors don't care if they have current running through them all the time, they have such high resistance that they don't get too hot.

Electronic lights and LED stuff is the greatest thing that ever happened to us. They operate essentially without large current flows. In fact, they operate more off of the polarity of the charge applied to them than the rushing of electrons. This is why your wristwatch battery can last for a year or more. Only a microscopic amount of electrons are moving at any one time.

Electrical trivia

Volt — Name taken from Allesandro Volta, Italian physicist who built the first voltaic pile (battery).

Amp — Name taken from André-Marie Amperè who worked out electrodynamics and the notion of current.

Luigi Galvani — Had the notion of *electromotive force*, which he first called *animal force* due to his experiments with dissected frog legs.

Ohm — Name taken from George Simon Ohm, German school teacher who worked out the understanding of resistance to current flow that we now call Ohm's Law.

How many electrons in an amp? Big number! Imagine counting electrons going past a fixed point in one amp worth of current flow in one second. 6.25×10^{18} or 6,250,000,000,000,000 or 6.25 quintillion (rounded up value). This is also known as a *coulomb*. I want to know who sat and counted them out the first time!!!!

Last but not least ... Ben Franklin. Credited with assigning the names *positive* and *negative* charge for electrical values. He goes forgotten because the epicenter of electrical research was England and France and what good could EVER come from those upstart colonies???

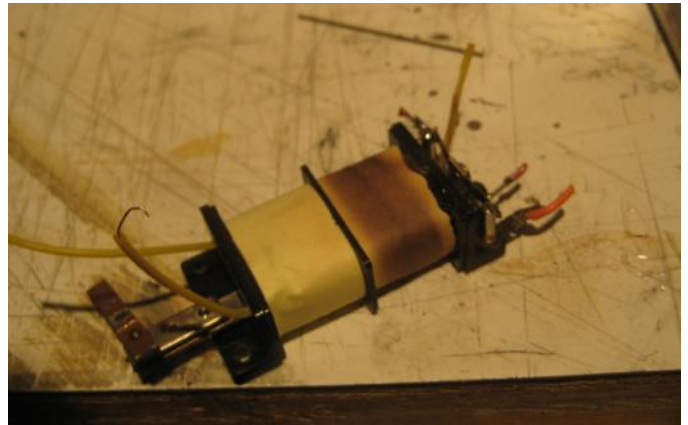
There are a number of other players but they generally don't have too much to do with our day-to-day conversation in railroading and will force me to a bunch of math.

What amazes me about the early characters and so many more that are named and generally unknown (Maxwell and Faraday, to name a few) is that they worked out all of that stuff with no little electrical widgets to prove their theories. Most of our understanding of electricity is only 200 years old.

These guys are my heroes..... they shape most of how we conduct our lives today.

Watch for Part 6 in the February Switchlist.

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



Here is a twin coil machine that was on the losing end of a failed double-pole single-throw momentary switch that forgot to be momentary. I really need to put a fuse in my turnout bus!

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, President

“May you live in interesting times” is an expression which purports to be a translation of an ancient Chinese curse. While seemingly a blessing, it is normally used ironically; life is better in “uninteresting times” of peace and tranquility than in “interesting” times, which are usually time of trouble. Lately, it seems that I have heard this expression a lot!

We certainly seem to be living in an interesting and unprecedented time! The COVID-19 pandemic has forced cancelations of so many of our NMRA meets, conventions, and train shows. We have been forced to shelter in place to varying degrees for most of the year. “Social distancing” and discouraging group get-togethers has not only disrupted our lives and the social interaction that club and home layouts facilitate, but it appears (to me) that this may be “the new normal” for many of us, at least for the foreseeable future. Certainly my heart goes out to those of you with the additional burden of being directly affected by health or employment issues caused by this virus as well as those who can't just hug your kids or grandkids like you want.

But I am hopeful and grateful!

In this season of thanksgiving, I feel particularly blessed because we have a hobby (and perhaps some new-found time) that can take our minds off of serious issues and tinker, create, build, concentrate, research, and enjoy our layout or that totally absorbing project that brings us relaxation and fun!

If you haven't recently, I encourage you to visit the NMRA website <https://www.nmra.org/>. Member benefits are constantly being updated, including lots of new video clinics, video layout tours, NMRA data sheets, special interest groups, and much more. Do take some time to explore the “Members Only” section of the NMRA website. I particularly encourage you to review the NMRA Partnership Program. It is a member benefit that truly has a tangible payback. We've partnered with more than 40 companies and model railroad manufacturers of all sizes, giving them exposure on our website in return for receiving generous discounts for NMRA members. I also encourage you to patronize our local model railroad hobby shops. I understand that if you call in advance to place an order, most can still get you the supplies you need. It is probably more important than ever to keep buying from those shops!

While you are at it, if you do find yourself with a little extra “hobby time,” maybe it is time to revisit NMRA's Achievement Program. “AP” is designed to help members improve their skills and get more enjoyment out of the hobby. In addition, it gives recognition to those who have displayed a high degree of skill or service to the hobby. The Achievement Program helps give you the skills that let you build a model railroad you can be proud of. I encourage you to look into participating... you may be eligible for recognition of work already completed!

Clearly with the ongoing COVID-19 crisis, we have some challenges ahead of us. With the loss of opportunities to attract new folks to our hobby and NMRA through public exposure, how will we grow or even maintain our membership?

If we are going to continue to bring value to NMRA membership and promote our hobby to a wider and younger audience, changes and a new focus in how we operate may be necessary.

Are “virtual” and online meets and layout tours a short-term solution or the beginning of a long-term fix?

If each of us shared information about what we are working on in our division newsletter or on the PNR io group PNWRRModelers@groups.io, I think it would make these “interesting times” more enjoyable and meaningful for you and other NMRA members! If each of us brought in one new member in the next few months, we would double in size!

Please give this some serious thought, and if you have ideas that might work, please share them with me and your division leadership!

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



From the Fireman's Side of the Cab

Bob Parrish, MMR, Vice President

Well, you are stuck with me for the next two years in this position. Thank you for your confidence in me. The bulk of the job as your vice president is that of membership retention and data gathering having to do with who is going out the back

door, and why.

As you are probably aware, I receive files from Ed Liesse monthly that show the membership data on each person in the PNR. I wade through that for expirations that have already happened or about to happen. I send out reminder emails to that effect. In the main, I get responses that vary from “Have already done it, thank you” to “I’m outta here.” Most responses are polite and during the last year I added a line in that letter which asks why they might be leaving.

Responses fall into about three major categories: aging out, downsizing, changing interests. Seldom do I get a rant of everything that the NMRA has done wrong since 1952. Those types of responses usually hinge on the fact that this or that person has lost sight of this as a hobby. We can never lose sight of that. Yes, part of the NMRA must function in a business-like orderly fashion. But right after that it still remains a hobby.

Often, when trying to solve an errant locomotive decoder, I ask myself, “We do this for fun, right?”

What motivates me, and perhaps you, is the challenge. Can I do this? Sometimes this is a No, but additional attempts turn that into a Yes. Be it structures or rolling stock, challenge yourself. The whole purpose of the Achievement Program is to challenge and make better modelers. Arguably, not everyone is challenged by the AP and some in fact flee from it. They don’t see it as fun. So choose something that is enjoyable for you.

During all of this pandemic stuff, I have continued building structures and rolling stock and am embarking on another brass locomotive scratchbuild project—an 1851 4-4-0 steamer. I doubt if it will be a contest quality project. It doesn’t need to be. I’ll let you know when I’m done. I’m in it for the adventure, making of parts, and solving the various issues of fit and workability. In the end, if it moves at all and perhaps even well, then I have fueled my need for a challenge.

Treasurer’s Report

Aaron Gibbens

The PNR’s annual budget and financial reports are included in the Treasurer’s Report for 2020. These are posted on the PNR website at: <http://pnr.nmra.org/policies/minutes/2020reports/>. The most current Balance Sheet and Profit/Loss statement (through November 11, 2020) will be available either on the PNR website or posted in the February 2021 *Switchlist*.

Office Manager’s Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months from October 2019 to October 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 72 members. We did, however, bring in 131 new members during this period, of which 33 were Rail Passes and several were Family members and Student members. Unfortunately, we did lose 21 active members to death during this period. Please refer to the list of deceased members on p.3.

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

Div	Oct-19		Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20		May-20		Jun-20		Jul-20		Aug-20		Sept-20		Oct-20		Net +/- over year Oct-Oct
	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	Mem	RP	
1	106	4	106	4	105	3	107	3	106	3	100	3	100	3	99	3	98	3	97	3	96	3	94	3	93	2	-13
2	142	0	141	0	144	0	147	0	145	0	142	1	142	1	136	1	136	1	132	1	134	1	133	1	136	2	-6
3	83	6	82	5	82	5	86	6	87	7	89	7	88	6	86	6	83	4	81	3	81	3	77	2	75	2	-8
4	476	10	479	10	477	9	486	10	490	9	485	11	484	10	483	10	485	10	483	10	482	10	476	10	470	9	-6
5	193	8	198	8	196	6	198	5	205	5	205	5	205	4	206	3	203	2	202	2	201	4	205	6	199	5	6
6	239	4	236	3	231	2	256	2	251	2	252	0	252	2	254	2	247	4	243	4	243	4	243	2	232	2	-7
7	335	14	334	14	309	4	311	3	321	4	320	0	313	4	304	2	303	1	301	1	302	1	300	0	297	1	-38
Tot	1574	46	1576	44	1544	29	1591	29	1605	30	1593	27	1584	30	1568	27	1555	25	1539	24	1539	26	1528	24	1502	23	-72

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. October 2018 had 3819 names, October 2019 had 3978 names, and October 2020 had 4148 names! Compare those numbers to our active membership numbers in October 2020 with 1502 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 2. New members showing Rail Pass portion by Division

Div	Oct-19		Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20		May-20		Jun-20		Jul-20		Aug-20		Sept-20		Oct-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	1	1	0	0	2	1	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	8	4
2	0	0	1	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
3	0	0	0	0	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
4	7	1	6	2	1	0	11	3	5	0	5	2	2	1	4	0	4	0	0	0	2	1	3	1	1	0	51	11		
5	1	0	3	0	1	0	5	1	5	0	2	0	0	0	0	0	0	0	0	0	2	2	5	2	0	0	24	5		
6	1	0	0	0	0	0	9	0	3	2	1	0	4	0	1	0	2	2	0	0	0	0	1	0	1	0	23	4		
7	1	1	3	2	3	0	2	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	17	5		
Tot	10	2	14	5	6	0	32	6	18	5	11	3	8	2	6	0	6	2	0	0	4	3	10	3	6	2	131	33		

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

Div	Oct-19		Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20		May-20		Jun-20		Jul-20		Aug-20		Sept-20		Oct-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	0	0	1	0	2	1	1	1	1	0	4	0	2	1	2	0	2	0	1	0	0	0	3	0	4	1
2	2	0	1	0	1	0	2	0	2	0	3	0	2	0	5	0	2	0	3	0	3	0	1	0	1	0
3	2	0	0	0	1	0	1	0	1	0	0	0	1	0	1	0	3	2	2	0	0	0	3	0	2	0
4	7	0	5	0	5	0	7	2	6	0	9	0	8	1	9	1	5	0	5	0	7	1	10	1	6	0
5	7	0	0	0	2	1	2	1	0	0	4	0	0	0	1	0	5	1	3	0	3	0	2	0	5	0
6	0	0	6	0	6	1	0	0	8	0	1	0	5	0	2	0	7	0	4	0	4	0	2	2	15	0
7	15	0	5	0	28	10	5	1	2	0	3	0	7	0	10	1	4	1	2	0	0	0	4	1	5	0
Tot	33	0	18	0	45	13	18	5	20	0	24	0	25	2	30	2	28	4	20	0	17	1	25	4	38	1

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

Div	Jul-19		Aug-19		Sep-19		Oct-19		Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20		May-20		Jun-20		Jul-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	0	0	1	0	1	1	1	1	1	0	4	0	2	1	1	0	2	0	1	0	0	0	3	0		
2	1	0	2	0	1	0	0	0	2	0	2	0	2	0	2	0	4	0	2	0	3	0	3	0	3	0	0	0
3	1	0	2	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	3	2	2	0	0	0	0	0	3	0
4	3	0	5	0	5	0	4	0	4	2	6	0	6	0	7	1	8	1	5	0	3	0	7	1	9	1		
5	1	0	5	0	0	0	2	1	2	1	0	0	4	0	0	0	1	0	4	1	3	0	3	0	3	0	2	0
6	2	0	14	0	6	0	4	1	0	0	7	2	1	0	2	0	2	0	7	0	2	0	3	0	1	1		
7	2	0	0	0	3	0	23	9	3	1	1	0	3	0	6	0	8	1	4	1	1	0	0	0	4	1		
Tot	12	0	28	0	16	0	35	12	13	5	17	2	20	0	20	2	25	2	27	4	15	0	16	1	22	3		

Achievement Program Report

Jack Hamilton, MMR, AP Chair

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.

One positive element of the COVID-19 shutdown has been the creative ability of our member to conduct on-line clinics

and layout tours. The tours, in turn, have provided one more opportunity to discover layouts that for some reason have not been brought to the attention of the AP team. In 4D, as a direct result of virtual layout tours, we have identified several modelers who have met the requirements for AP certificates. We have also completed evaluation and submitted several structures and cars for merit awards through Distant Evaluation.

Another among us has completed the requirements for recognition as a Master Model Railroad and has been given that designation by NMRA:

Tyler Whitcomb, MMR #663, Fourth Division

Tyler found a way to complete his work to achieve MMR status even though he was spending much of his time earning Dispatcher credit in his one-to-one scale full time job. Many of you are well aware of Tyler's modeling skills through the articles on his home layout and dispatching system. He has worked diligently to achieve Master Model Railroader status.

Congratulations MMR and Well Done!!!

Awards Earned

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

Barry Dupler has earned a Golden Spike

The following members have earned Merit Awards for their work:

Tyler Whitcomb earned Merit Awards for Cars (4)

George Fuchs earned a Merit Award for Structures

Walt Huston earned a Merit Award for Prototype Models

Barry Dupler earned Merit Awards for Civil (3), Structures (10), and Scenery

Jerry Thomas earned a Merit Award for Structures

Burr Stewart earned Merit Awards for Civil (3)

Paul Vaughn earned Merit Awards for Civil (3) and Cars (2)

The following members have earned Achievement Program Certificates:

Ray Wheler—Model Railroad Engineer – Civil, Electrical

Tyler Whitcomb—Master Builder – Cars

Bert Cripe—Association Volunteer

Walt Huston—Master Builder – Prototype Model

Barry Dupler—Model Railroad Engineer – Civil, Electrical; Master Builder – Structures, Scenery; Model Railroad Author

William Fassett—Association Official

Congratulations to all. Well Done!

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



NMRA Video Library

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

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

Division Reports

1st Division

Rich Pitter, Superintendent

Not much doing in First Division. We held a board meeting last week via Zoom. Later this month we'll hold a Convention meeting (2022).

We have lost a few members because of inactivity due to the pandemic. The Board is looking at encouraging members to use Zoom to view clinics and informing members that remote AP evaluations are advancing within the division.

Stay Safe.

2nd Division

Jeff Shultz, Superintendent

Due to Covid-19, 2nd Division has been quiet. The board has adopted a formal policy manual, largely written by Division Secretary Richard Kurshner. Two Zoom Meets were conducted, the first on August 13th and the second on September 24th. The first was sparsely attended, but served as an excellent proof of concept. The second was better attended, with about 20 people watching live. They did succeed in allowing some of our more distant members to participate. The videos can be found on the 2nd Division YouTube site at:

<https://www.youtube.com/channel/UCWMrj-wg0pHqoke3px4F66g/>

3rd Division

Jerry R. Thomas, Superintendent

Third Division is continuing its plans for our convention. As previously mentioned, it will be virtual. Due to COVID fears, it was necessary to cancel the 2020 PNR convention at the Riverside Hilton. Since we cancelled before November 1st, our \$1000 deposit was refunded and no money was lost. At a subsequent regional board meeting, \$1000 seed money was granted to the Third Division for the virtual convention. Our treasurer, Jack Cunningham, has entered this money into a separate account. We have been gathering information on Zoom techniques and best practices for virtual events. Hopefully these funds should cover the licensing fees and filming expenses. The suggestion has been made that we should put time between our convention and the NMRA national convention in Santa Clara. August beckons as a good window. Other groups have had success spreading out virtual events on consecutive Saturdays instead of four straight days. Much needs to be worked out but we will make adjustments as needed.



On a personal note, I want to say how proud I was to be the superintendent of our division. I enjoyed running the meetings and setting up the layout visits. It was a satisfying time for me. I appreciate all the support I received. With my three years completed, I will end my term on January 1, 2021, and will remain an active member in the group. An interim leader familiar to the division has been chosen. He will be announced soon and will serve through the convention with an election to be held in September, 2021.

4th Division

Russ Segner, Superintendent

We are adjusting to the general disruption of all our meetings with the use of Zoom. Lisa Murray, our Communications Chair, has completed arrangements for each of our clinics to use Zoom for regular sessions. She conducted the necessary training to help get it started effectively.

All our Board meetings are online and we continue with a monthly series of layout tours online. These are recorded and

placed in a YouTube Channel for our Fourth Division at [4DPNR Movies](#).

All our area train shows are cancelled for the foreseeable future and this totally interrupts our sources of funding locally. So, our budget has been substantially redone. Membership has been sustained at the 470 level. I think the online efforts are paying off.

We are pleased to acknowledge the award of MMR #663 to Tyler Whitcomb. Robin Peel has stepped into the role of Treasurer with the retirement of Mike Donnelly. Mike's service is greatly appreciated, particularly in his formulation of written clear policies for reimbursements in connection with travel expenses for our many modular groups.

Alex Brikoff has been selected to fill Robin's unexpired term on the Board. Alex continues as Chair of our Eastside Clinic. A second HO modular group has been organized by Larry Sloan. It is a Free-mo design.

I am pleased to see the increased numbers of individuals stepping up to leadership positions in this new Zoom environment. I look forward to seeing all of you in Boise.

5th Division

Bill Fassett, Superintendent

We certainly hope everyone is safe and sound, and enjoying the hobby at home. The 5th Division did complete its online voting in lieu of the annual business meeting, with Peter Armstrong of Lewiston being elected to a full-term as Assistant Superintendent and Phil Miller of Pasco elected to Chief Clerk. Thanks go to Dick Smith of Hamilton (MT) for serving 4 years as Chief Clerk, which made him term-limited under our bylaws. The members of the Division also voted to contribute \$750 to the Lewis-Clark Model Train Club GoFundMe drive.

The online/mail election returned more votes than we had previously obtained at our in-person meetings. We sent 180 ballots electronically and 21 via USPS. Return rates were 15.5% of online voters and 23.8% for mailed ballots. Our cost per member for online voting was 10.5 cents, and 50 cents for mailed ballots.

We will be re-establishing periodic executive committee meetings on Zoom, and by using Zoom we can also allow members to attend if they desire.

Best wishes for a safe and happy holiday season.

6th Division

Ed Molenkamp, Superintendent

Nothing to report this quarter, but, for more information about the Sixth Division, including the most current edition of our newsletter, *The Highball*, please visit the division's website: <http://pnr.nmra.org/6div/>

7th Division

John Martin, Superintendent

We conducted our Annual General Meeting (AGM) on Nov 12th using Zoom and I'm pleased to report that it was a complete success. PNR President Jeff Herrmann very kindly opened the meeting to introduce himself and say a few words.

Following the AGM, there were two 20-minute presentations: "21st Century techniques to model a 19th Century locomotive" by Rene Gourley and "Alternative Modular Benchwork" by Victor Gilbert." Both proved interesting and informative.

[In truth, I wrote this on Nov 10th, two days before the meeting. What could possibly go wrong, eh? —John]

It looks as if our ever-popular Railway Modellers Meet of BC will be a "virtual" event again in May 2021. We'll have details soon, including an announcement of the complete programme and the name of our highly regarded guest speaker. Check out <http://railwaymodellermmeetofbc.ca/>

In closing, please accept our best wishes for a very Merry Christmas and a much more normal New Year from everyone here in the 7th Division.

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.

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.

YOUR PERSONAL AD OR REQUEST FOR INFORMATION EXCHANGE COULD BE HERE!



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

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

Timetable

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

2020

Dec 5 (Sat), Rickreall, OR

CANCELLED: 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 12 and under free, 8 ft. tables \$30 each. We try to have a large variety of trains and railroad items available to purchase, over 100 tables, (all scales of trains). The parking is free and the site is handicapped accessible. This is our 22nd show at this site and everyone has been pleased with the selection and prices. Info: Judy MacInnes, 503-581-6071, macinnej@msn.com, www.wvmrm.webs.com

NOTE: Because COVID-19 restrictions may change rapidly, be sure to double-check the status of specific events by visiting the PNR website's list of Upcoming Events or contact the person in the specific event's listing.

Rails By The Bay – NMRA 2021 National Convention July 4-11, 2021

www.nmra2021.com

- Educational focus on prototype modeling, operations and technology
- Over 100 terrific clinics
- World-class Bay Area layouts on tour
- Extensive operating sessions
- Host hotel – Santa Clara Marriott. Ample meeting room and SIG space. Discounted room block opens soon.
- Niles Canyon Railway, Roaring Camp & Big Trees narrow gauge, & SP narrow gauge to ride
- Great local attractions and tours like Santa Cruz mountain wineries, Filoli estate, Levi's Stadium and more



Pacific Northwest Region Staff

Officers

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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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Immediate Past President: Kurt Laidlaw, 253-495-8351, anas99@klaidlaw.net

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Ballot, Canada: Richard Sutcliffe, 604-467-4301, ras1@uniserive.com
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Education: *Position vacant; please volunteer!*
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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

