



# The Switchlist

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

May 2021

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  
 Driver: Drew Maduro  
 Origin: Reserve, LA  
 No. of Cars: 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)

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		69262	72	72		
4		68758	72	72		
5			55	72		
6						
7						
8						
9						

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

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## The Switchlist

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**The Switchlist** is the official publication of the Pacific Northwest Region, National Model Railroad Association and is published quarterly in February, May, August, and November.

### SUBSCRIPTIONS

*The Switchlist* is available free of charge online at the PNR website, [pnr.nmra.org](http://pnr.nmra.org). PNR members with current email addresses on file with the NMRA will receive an email notice when the latest issue is posted. To receive notice when the next *Switchlist* is posted (and other news of interest to PNR members), join our email list by sending a blank email to:

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

### CONTRIBUTIONS

Readers of *The Switchlist* are encouraged to submit news, articles, photos, and drawings about PNR activities past, present and future. 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](mailto: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](http://pnr.nmra.org).

### ADVERTISING

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

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# Patience and Adaptability!

As COVID vaccinations begin to gain a foothold in parts of the US and Canada, some restrictions are being removed or reduced. But this is not uniform across political jurisdictions, geographic areas, communities, and private entities. So, continued patience and flexibility are helpful over the next few months.

For example, note on page 3 that the 2021 PNR virtual convention has been cancelled. But also be aware that the Annual General Membership meeting is tentatively scheduled for Saturday, August 14th, with possibly some virtual clinics and layout tours "attached" to the meeting. Stay tuned for details, probably being delivered through Jack Hamilton's *Train Orders* and possibly the August *Switchlist*.

Also, you've probably heard the NMRA's national convention for 2021, Rails By The Bay, will be a virtual event. More information is on pp.19-20. Chris Palermo on the convention committee has provided a brief update and they are seeking volunteers to assist. Please look over the options and consider signing up.

The 4th Division continues to provide many outstanding virtual clinics and layout tours. Russ Segner provides a brief overview of their offerings.

And, the Railway Modellers Meet of British Columbia (RMMBC) has a couple remaining Thursday evening virtual events this month. So it's not too late to register and participate in one or more of these.

Feature articles in this edition of *The Switchlist* are quite varied. As always, many thanks to our contributors. Mr. Bob Parrish, MMR, presents Part 7 of his treatise on electricity. Tom Waters begins a three-part pictorial article focused on his collection of John Allen's Gorre and Daphetid HO Scale commemorative cars. Phil Miller gives an update on progress being made by the Tri-City Model Railroaders on their layout. (Those helixes are quite impressive!) And Malcolm Anderson is back with a couple of photos of progress on his Haslam Creek bridge module.

The *In Memoriam* section lists PNR members who have passed away over the past year. Please take a moment to remember them and their families. Note that the March 2021 list of deceased members has many from the 5th Division. This was the result of a deep review of the inactive members list and discovery that many of these folks has passed away a number of year ago but NMRA headquarters was never notified. Other divisions may have a similar situation. Please read Ed Liesse's report on this.

Regarding new members, we've been able to gain a few this past quarter. A warm welcome to all new members!! For us veterans, please remember it's important for each of us to look over the list of new member names and their locations and help your superintendent make personal contact with them.

Quarterly reports from the PNR officers, staff, and division superintendents begin on p.12.

Looking to the future, I've heard the US-Canada border will soon reopen to non-essential travel. And hopefully, on-site, face-to-face model railroad events will begin to show up again on the Timetable.

So, it will be time for more "exercise"—we get to exercise our ability to adapt to changing conditions and exercise the virtue of patience.

Stay safe and healthy!  
Greg Kujawa, Editor

# PNR News and Announcements

## Idaho Rails 2021—Cancelled!

By Tom Waters, Superintendent, 3rd Division

As you have no doubt seen, over the past Switchlist issues, the 3rd Division has been deeply involved in preparing this year's Regional Convention in a virtual format. Unfortunately, we have had to cancel our plans. This, as you might imagine, was not an easy decision. We were seeing that the demand was just not there given the virtual content available from many other sources.

We greatly appreciate everyone who offered to participate, and we look forward to the possibility of seeing your presentations in the future, either on ZOOM or when we can all get together in person.

If you already registered, we will be processing a full refund as soon as possible. On behalf of the 3rd Division and the Idaho Rails 2021 Convention Committee, we apologize for any inconvenience the cancellation has created.



## ANNUAL MEMBERSHIP MEETING TO BE HELD SATURDAY, AUGUST 14TH

By Jeff Herrmann, President

The Annual Membership Meeting of the Pacific Northwest Region will be held via ZOOM on Saturday, August 14th at 12 noon PDT. Sign up information and log-in credentials will be available 30 days in advance of the meeting.

Since the meeting will be “virtual,” in addition to PNR business, we will be able to include a clinic and several layout tours that were originally planned for the 2021 PNR Convention.

As the meeting gets closer, please watch your email inbox, PNR *Train Orders*, and other electronic communication from PNR for more details about the agenda and how you can participate.



## Partnership Program

NMRA members go to the NMRA website and log in at [Member Log-In](#). Then 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!

## 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 2020 through April 2021

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
April 2020	04	Bradshaw	Ronald	Port Orchard	WA	
		Johnson	Roger	Mount Vernon	WA	
	06	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	
November 2020	07	Flegel,	Robert (Bob)	Rossland	BC	
	07	Hole,	Douglas	Sorrento	BC	MMR
December 2020	02	Hudson	John	Portland	OR	Life Member
	04	Cole	Ernest L	Roy	WA	Life Member
	04	Sjolin	Robert L	Port Townsend	WA	Life Member
January 2021	04	Mathews	J. Woodrow	Seattle	WA	Life Member
	05	Burkey	Steele	Missoula	MT	
February 2021	04	Ferris	Roger H	Shoreline	WA	Life Member
	05	Ficker	Jim	Lewiston	ID	
	06	Lane	Kenneth A	Calgary	AB	Life Member
	06	White	Gerald	Barrhead	AB	Life Member
March 2021	05	Cunningham	Allan	Spokane Valley	WA	
	05	Ebright*	Hugh	Spokane	WA	
	05	Foster*	Robert L	Post Falls	ID	
	05	Heimerdinger*	Charles G	Veradale	WA	
	05	Krause*	Glen	Spokane	WA	
	05	Leiss*	Hilary H	Deer Park	WA	
	05	Lenoue*	Ben J	Spokane	WA	
	05	Matzinger*	Guy A	Cheney	WA	Life Member
	05	Semple*	Richard G	Spokane	WA	
	05	Slocum*	Philip R	Coeur D Alene	ID	
	05	Wesolowski*	Steve	Spokane	WA	
	05	Whitney*	Burt	Hayden	ID	
April 2021	None					

\* A recent review of the Inactive Members list revealed that these members had passed away several years ago or longer.

## New PNR Members

February–April 2021

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	Grossfeld	Robert	Sunriver	OR
02	Quiroga	Javier	Portland	OR
03	Buffaloe	Darrell	Twin Falls	ID
04	Christerson	Magnus	Kirkland	WA
04	Force	Tim	Granite Falls	WA
04	Forsythe	John	Poulsbo	WA
04	Griffith	Thomas E	Redmond	WA
04	Longstaff	Gregg	Tacoma	WA
04	Mauery	Timothy	Renton	WA
04	McWhirter	Jon	Kirkland	WA
04	Shaw	Family	Fairbanks	AK
05	Anderson	Carl	Clancy	MT
05	Blanscett	James K	Kennewick	WA
05	Hartmann	Brandy	Billings	MT
05	Hartmann II	David A	Billings	MT

Div	Last Name	First Name	City/Town	State/ Province
05	Klingensmith	David J	Republic	WA
05	McManamon	Ronald	Veradale	WA
05	Michie	Dana	Nine Mile Falls	WA
05	Schlee	Jason	Asotin	WA
05	Skiba	Robert E	Pasco	WA
05	Williams	Faythe	Billings	MT
05	Williams	Austyn	Billings	MT
05	Williams	Jaylin	Billings	MT
06	Beyko	Richard	Calgary	AB
06	Harrison	Norman	Three Hills	AB
07	Gabrielson	James	Delta	BC
07	Hagerman	Bruce	Kaleden	BC
07	Hansen	Michael	Mill Bay	BC
07	Trayler	Keith	Grand Forks	BC

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

**Notify NMRA Headquarters**

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

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

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



## NMRA Video Library

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

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

# Features

## Basic Electricity ... no math. I promise (Part 7 of 10)

Article and photos by Bob Parrish, MMR, 3rd Division

*Editor's Note: This is the seventh installment of a series of ten 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) 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 7

#### Piezo Crystal

A Piezo crystal is a type of quartz that, when a voltage is applied to it, will send out a predictable oscillating signal. It is what is in your quartz wrist watch. Piezo crystals are really cool because, if you physically hit them, they will send an electrical signal, a onetime ping that a computer can hear, amplify, and then do something with or about it. This is what knock sensors on your car engine are about. If the crystal feels a ping, it sends a low voltage signal to the fuel management computer and the computer can then adjust fuel or spark timing, or both, to the engine and stop the noise and harmful effects of pre-detonation in the combustion chambers. This signal must be amplified and that is what transistors do very well and unbelievably quickly. All of the current production tone generator dinging devices in your car are Piezo crystals.

#### IC chips

Integrated circuit (IC) chips are the little centipede things on printed circuit boards. These highly compacted arrays of transistors, diodes, and other stuff are able to do a lot of cool things. There are whole numbered series lines of chips that are used for simple logic functions and some are made specifically for a certain function that a manufacturer may want to use.

All IC chips have an "up" or "top" marker that is usually an indentation at one end or a dot about one sixteenth of an inch in diameter. Most of this is unneeded information until you have a manufacturer come to you with an updated product version and offers or sends you the chips for you to put in. There are pins down both sides and can be any length from four to twenty or more pins on each side. Some IC chips are soldered directly to the printed circuit board and others have an adapter plug-in socket that allows for the changing of the chips. The socket adapters are recognizable as they are as thick as or thicker than the IC chips themselves.

EasyDCC's switch from operating system version four to six point something required the changing of chips. It came with adequate instructions but a bit of a word on handling the pins of the chips. They are not real fragile but do require even, steady pressure and the engaging of all pins at once. Try not to have one side get ahead of the other when replacing chips. A small screwdriver may be used to jiggle out the old chip but again, try and bring them up out of the socket evenly by working both ends at the same time or moving one end and then the other a very small amount at a time. There is a cool little tool that looks like a miniature crowbar that is really intended for levering these things up.

Pay attention to where the up mark was on the old one which may include putting a small felt pen mark on the board to help remember.

Some other places where IC chips are at work in our world: Most turn signal flashers are now run by a thing called a 555 timer. It is a really cool little chip with four pins down each side. It is able to watch a declining voltage across two of those pins and make a decision to turn on at two point something volts and off at five point something volts. The declining voltage is created by a small electron storage device on the circuit board called a capacitor that has been charged up and then leaked away by a designed-in shorting resistor that makes it cycle about once per second.

If you have an interior dome light that dims down to go out, that is done also with a timer device and the dimming is caused by the lowering rate of an on / off ratio of current sent to the bulb that makes it look like it is glowing out. It is these on / off ratios that we will go to next.

#### Signals

Let's talk about the types of signals that we hang out on the rails for our locomotives to respond to. *Analog* is a description of a signal that is moving, suggesting a variable voltage. Alternating current in your house could be considered an analog signal. The 0 to 12-volt signal we send to our DC locomotives could be said to be an analog signal. A thermostat in your house takes an analog piece of data, the in-house temperature that fluctuates, and turns it into a signal, on or off, to run your heater or air conditioning. That on or off thus leads us to digital signals. *Digital* is a definition of a signal that is on or off, for

our purposes, with nothing in between. Although most digital signals have some stray voltages at the top or bottom, we cannot see that stuff without some very specific test instruments, so we will treat digital as purely an on or off.

How we control stuff with digital commands then is a function of sending and receiving on / off types of signals. An electromagnet can be a receiver of a signal and a light bulb or LED (discussed earlier) can also be a receiver. Often, however, we don't always want things just off or on but somewhere in the middle. For example, a locomotive running at a scale speed of 20 miles per hour will need to see something that is not fully on and certainly not fully off. If you are already using DCC, the dimmer device in your locomotive headlight is a function of a period of on time and off time. These middle signal types are called on / off ratios or, pulse width ratios. What the decoder is really doing is turning a digital signal back into something of an analog variable signal or something that looks like an analog signal.

A great example of this is the fuel system in your car (non-diesel). You have electrically triggered injectors that can be turned either fully on or fully off; there is no half way. Sound familiar? So what's happening at different speeds? On idle, you don't need much gas to keep the engine lit and turning as there is only a small load or demand. So the injector, which is really squirting on the intake valve, is dumping in gas at a rate of 70 squirts per second, one injector per cylinder of the engine. Don't even get me started about old throttle body injection systems; there's a reason none of those cars are left out there! During that 70 times per second, a decision is made by the computer as to how long to hold the injector fully open. On idle, that is a very short time, perhaps only a few milliseconds. When you stomp on the gas pedal, that ratio goes to more "on" time than "off" and holds the injector open longer each time but still at the 70 times per second opening rate. There is no speed that a production car can get to a point of holding the injector open all the time. But what has been accomplished is the creation of an analog (variable) amount of gas delivered to the engine with only an on or off signal.

The dimmable locomotive headlight is also an on /off signal with more off time than on time. Our eyes are very good with averaging out stuff so we don't see the off times; especially with the glow time of an incandescent bulb. Even an LED which is only on or off would have to be flashing relatively slowly for us to discern it. Our eyes tend to average most everything.

To begin a discussion of what is going on in a decoder requires us to understand this on / off stuff. If you measure the voltage across the rails of your DCC system, a digital test instrument should be set to AC volts. The signal is really not alternating current but the test instrument has an easier time of seeing the constant on / off ratio of stuff happening on your rails. You will probably get a reading of 14.5 to 16 volts. Don't have too much heart burn when you see a number over 12 volts. By using a pulse width ratio, the encoding portion of your DCC system is able to hang a signal on the rails that the decoder in the locomotive can recognize and make decisions about what you want it to do. The decoder then creates pulse width signal that strengthens or weakens the armature winding and delivers the speeds and changes in speed that we call for from our controllers.

The encoding portion of your DCC control system is taking the physical analog notion of turning a speed knob on your controller to get a desired speed out of the locomotive, and converting it into an on /off ratio of stuff that the decoder will recognize as an understandable command. There are several programming systems out there that allow you to tailor your speed settings to set starting voltages to the motor and maximum voltages to limit speed. As the decoders are using a flash memory, they remember (usually) what they are told, thus allowing us to also set two motors in separate locomotives to operate at exactly the same speed, which allows us to consist locomotives so that they are sharing the load equally.

If you operate with any of the various sound systems available, what you hear is programming resident in your decoder and toggled on or off from one or another control button on the encoder. The control signal is sent over the rails and is seen by the decoder with a matching discrete address and goes to work.

How the data is "packaged" on the rails is also a moving target. I will use Easy DCC as I know essentially how this system functions and I would suspect that all other systems don't stray too far from one or the other method. Method 1 is to continuously send out encoded data on a recycling or time sharing basis. The encoders don't really ask the decoder, "Did you get that?" The bumping of the motor during programming is just that sort of questioning and answering but in normal operation I'm not aware of that occurring, hence missed signals and run-away locos on dirty track. As we packed on more things that we want these little widgets to do, the time sharing on the rails got cluttered and created delay times for locomotive responses. Thus, Method 2 came into being where data is only sent out when there is a change from the last instruction. Speed notches are set and another signal is not sent until the operator wants to speed up or slow the locomotive. This opened up a lot of time sharing on the rails and made the response times of the locomotives essentially instant for us. It did require that we have scrupulously clean rails. But that is another discussion.

More recently, LCC has come along. That represents *Layout Command Control*. As we are controlling more stuff with our digital systems, turnouts for example, the rail bus wires are again becoming cluttered. LCC is an additional DCC system, albeit with a different name, to accomplish new tasks on separate bus wires.

### **Current demands in various systems**

When we all ran DC railroads and would pack a bunch of locos on at once in different blocks, we were pretty unaware of

the limits of our power packs. We didn't run everything at full speed and, in truth; we weren't able to run very much at once due to limitations of direction changes from the power pack affecting everything. We did learn that when one loco caused a short, everything else stopped, too. That is still sort of true with DCC unless we have circuit breaker zones (power districts) or some divisions of the layout that are electrically isolated.

Had we put enough locomotives on the railroad with DC, we would have experienced an overall slowdown of everything. That is, full speed wasn't full any longer. But we generally weren't looking. The slowdown was caused by the inability of the power pack's internal transformer to keep up with demand. Thus, voltage went down as total current flow power pack went up and struck its limits. As voltage and current flow at each individual locomotive went down, the strength of the motor fields diminished and things slowed down. The power packs did not, however, see this as a short and most did not have an indicator for such maximum demand overload. We were just unaware.

DCC is quite different. Now we are able to have all or many of our locos on the rails at once, even though they may not be addressed and called up for service. What goes unseen is that they are all making a demand on the DCC system's power source, even when they are unaddressed, although the demand may be small. In addition to having numerous locomotives on the rails in storage yards and such, we have added sound systems to the list of power consumers. Remember from parallel circuits, as consumers go up, total current flow goes up. What is particularly interesting about decoders is that they will attempt to tag up with home base when they first are powered up. When they attempt to "acquire," that is to log in the first time, there is a huge "in rush" of current to these decoders to run the command sequences and charge up capacitors. The DCC systems will not see this as a temporary overload but as a short. Therefore, if given too much to do at the start, some systems will drop to a short as they are so heavily protected from the dangers to electronics stuff with too much current rolling around that cannot be explained.

If you want to see how long it takes for a loco to acquire, tip an already operating locomotive on the rails to one side lifting all wheels and shutting down the loco. Then set it back onto the rail and watch how long it takes for the lights and sound to come back on. This is the time to acquire. Understand that this is for only one loco and it is not competing for time the same way when all locos are brought up together when turning on the system.

When choosing a DCC system, be sure to consider what you are going to do with the railroad as far out as you might be able to predict. How many locos might you plan on running at any one time? Will there be sound? You should probably consider a 7- to 10-amp capable system. I run my whole railroad on a 5-amp system and, so far with my sound equipped locomotives, have not bumped into the walls. My railroad's fundamental design would probably never have more than three or four locomotives addressed and operating at any one time in an operations session. Easy DCC some years ago discontinued its 3-amp booster board as it was good for the time but completely inadequate for multiple sound-equipped locomotives.

If you have specific questions about some of the current output options of the various systems, go visit a local club or large home layout and ask questions. They will have more experience with some of this than I do. There are decoders offered by various companies who make entire DCC systems, and then there are companies who do not make or provide decoders. SoundTraxx, for example, has communicated with the various DCC system manufacturers and attempted to provide a product that is compatible with most. My experience is that the best operating decoders are the ones that come with or are designed for the manufacturer's system. Although there are NMRA standards that all seem to have agreed upon, some just don't play nicely with other systems. Lenz decoders, for example, operate well with their system but become easily confused on an Easy DCC system. Don't ask me why as I really don't know; just experience.

*Watch for Part 8 in the May Switchlist.*

*Editor's note: The NMRA 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.*

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## **Gorre and Daphetid HO Scale Commemorative Cars**

Article and Photos By Tom Waters, 3rd Division

*Editor's Note: This is the first installment of a three-part series of pictorial articles. Parts 2 and 3 will run sequentially in future issues of The Switchlist.*

### **Part 1**

In the early 1980s, Model Die Casting, Inc. started producing a series of HO scale rolling stock kits based on John Allen's famous Gorre and Daphetid model railroad. For those of you new to the hobby the pronunciation is "gory and defeated." John Allen had a great sense of humor, as could be seen in some of the advertisements he made for the hobby press. A softbound book, *Model Railroading with John Allen*, written by Linn Wescott and produced by Kalmbach, describes John's mas-

terful project with color photos where you will find examples of his humor and artistry.

And, as they say, now for the rest of the story. I found an advertisement in a magazine for a three-car set, decorated for the G & D. And even though the cars were not suited for the era I was modeling, I could not refuse. I had to special-order them as my local hobby shop didn't have them in stock. Then, to make matters worse, in trying to find a supplier, I found that the three cars were the second set of three. Now I had to find the first three. By the way, this was way before the Internet, so the U.S. mail and the phone had to be used. Interestingly, the first set of three were found with a phone call to a hobby shop about sixty miles from home. And as they say, the rest is history.

Model Die Casting, Inc. was located in Carson City, Nevada, at the time. I actually stopped by their facility on vacation to find a warehouse with an "Employees Only" entrance and no retail store. The only way you could acquire these kits was through a hobby dealer.

Following is an explanation of the 30+ items produced. I will avoid using an entire issue for all 30, so look forward to additional articles in future issues.

The models are presented in the order of production:

### September 1981



Item #1000 40' AAR Box Car



#1001 26' Ore Car – rectangular side



#1002 Overton Combine

### December 1981



#1003 Overton Coach



#1004 26' Ore Car – rib side



#1005 36' Cattle Car



#1007 40' Gondola



#1008 36' Ventilated Box Car



#1009 34' Drover Caboose



#303 0-6-0 Switcher

## Progress at the Tri-City Model Railroaders' Layout

Article and photos by Phil Miller, Chief Clerk, 5th Division

These photos show the latest construction progress on the layout being constructed by the Tri-City Model Railroaders in Kennewick, Washington. Figure 1 is of the completed West helix, which is comprised of two helix loops and four reversing loops. Figure 2 shows the completed East helix, consisting of three helix loops and four reversing loops. Figure 3 shows the platform that will support the interior of the Stampede Tunnel; it is 100 inches from the floor! The scenic portions of the tunnel portals will be viewable from the center platform on the layout. The layout is located at 11 W. Kennewick Ave., Kennewick, Washington, and is open to the public from 10:00 a.m. to 2:00 p.m. on Saturdays with limited capacity and masks required.



Fig. 1. West helix.



Fig. 2. East helix.

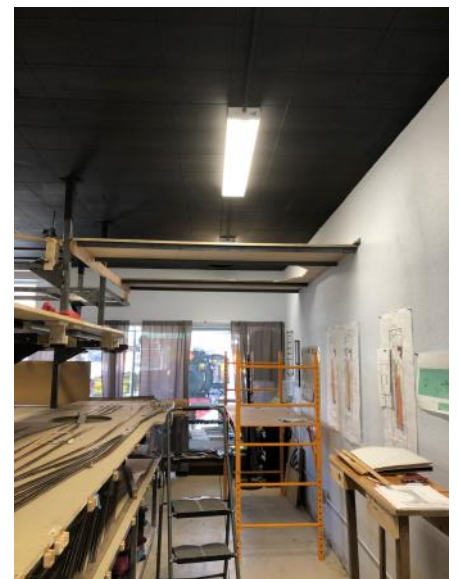


Fig. 3. Stampede Tunnel support platform.

# Haslam Creek Bridge Photo Update

Article and photos by Malcolm Anderson, 6th Division

Following up on my article in the February 2021 *Switchlist*, here are a few photo's of the Haslam Creek bridge module's progress. Scenery is almost done. I just need to pour a stream and plant a few trees and it will be ready to go.



# Officers' Reports

## From the Engineer's Side of the Cab

Jeff Herrmann, President

It seems to have been a bumpy road but, as an optimist, I can see light at the end of the tunnel and it's not an oncoming train! COVID numbers are coming way down, restrictions are easing up, and as summer approaches, it appears that after an 18-month hiatus, many things will start to return to normal if we use our newfound "common sense" about group gatherings and public events. While I, like you, am disappointed that we will have to wait one more year to have an "in-person" NMRA convention at the national or regional level, I am excited that a number of our divisions, including my own home 5th Division, are easing into setting up meets and train shows in the not-too-distant future!

As PNR President, I have had the privilege of participating in NMRA's renewed RAC (Regional Advisory Council). The RAC is comprised of the 18 NMRA Region Presidents world-wide and has been meeting regularly by Zoom to review and provide feedback on plans and programs approved by the NMRA Board, as well as to share best practices and make recommendations to the board.

While still in early stages of implementation, NMRA has been involved in a comprehensive strategic planning process that included many contributors from PNR. The plan has some exciting focal points for our Association that I believe will ensure both value to our membership and our longevity as a viable Association, by growing our membership. Metrics to measure and track success have been developed and are being refined. Here are just a few highlights:

1. **GOAL:** NMRA will position itself as the international leader in education and fellowship concerning scale model rail-roading.

### OBJECTIVES:

- Each Region will establish and maintain an Education committee.
- Modeling with The Masters will be expanded to the Regions.
- NMRA will develop programs and benefits that appeal to younger modelers, stressing current technology, tools, and procedures.

2. **GOAL:** Recognizing that Division-level activities represent the fundamental organizational unit at which most of NMRA's core purposes and secondary purposes are achieved, and that only a minority of these core purposes and secondary purposes require National level execution, NMRA will re-envision itself as a bottom-up, not top-down, organization and take steps to implement this vision.

### OBJECTIVES:

- The organizational structure of the NMRA, including the duties and responsibilities of national, region, and division elements, and of the offices thereof, shall be clearly established and documented in primary Association organization documentation.
- Develop a comprehensive training and development course progression for region and division presidents.

3. **GOAL:** NMRA will continue its historic leadership in the development of Digital Command Control (DCC) standards.

### OBJECTIVES:

- NMRA will develop a close working relationship with the RailCommunity group of German and European DCC manufacturers, and work in good faith to integrate technically meritorious improvements in DCC into NMRA standards for DCC.
- Reinstitute the NMRA Conformance program and make the conformance seal mean something again.

Finally, as a note of personal update, I mentioned in the last *Switchlist* that we moved to a new home a few months back and have a finished basement dedicated to my model railroading hobby. I have made (I think) great progress in just a few months, putting my HO/HOn3 track plan into action. As you can see in the photos below, I have the basic L-girder benchwork completed and have installed my basic backdrop. I am now transferring the track plan to large brown paper templates on the benchwork to make sure it fits. So far on this layout, I have been a "lone wolf" modeler, but I am actively considering recruiting some help! I will keep you posted.





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

## From the Fireman's Side of the Cab

Bob Parrish, MMR, Vice President

I thought I would never get to say this with any significant meaning; there's light at the end of the tunnel.

Over the years this term has been used as an identifier of when someone in your division came to you and wanted you to do something; often for an undetermined period of time that in the end took on something of a life sentence. I'm sure you know the feeling, one foot on each rail and a single headlight coming straight at you.

But this is different. As I look around at the world right now, I can see a lowering of our guard as more of us are completing the second round of the COVID shots and the day count that follows. I am in conversations with some of my Monday Night cohort of modeling crazies who have not met since late last fall on the back deck of one or another as the weather became too cold to be out any longer.

It seems to me that we here in downtown Idaho are not the only ones who are seeking ways to re-connect and share our interests and skills in this hobby. I would encourage you to find any and all that might be close by and take the first steps towards standing back up that which we have been apart from for a very long time. I suspect that you, as am I, are a little timid about doing this after a year of guarding for kooties at every turn. You must examine your comfort level with getting back in the "pool" but don't be afraid to speak to your fellow modelers of what it is that drives your thinking about reentering the railroad room of one or another long estranged friend. I'm sure you can find common ground that will be foundational to rebuilding those long standing friendships.

As a possibility of offering closure to this most curious year, make a list and take a few photos of those things that you have created, built, or modified on your railroad that reflect your time of incarceration. For better or worse, I think this year has offered us time to make ourselves better modelers and improve our railroads. We have taken time to build or repair something that has been on the shelf for a very long time. Perhaps we got off of high center on a track plan modification that needed to happen long ago. I know I will have some serious track cleaning as there have not been very many scale miles put on my motive power or rolling stock.

So while the season is changing again and yard work is yelling for attention over what is important on your work bench, take some time for reconnecting to the social part of model railroading.



Making up a load at Roxbury Plumbing in Boise.



Milk deliveries from local dairymen to the DCA creamery in Nampa.

# Treasurer's Report

Aaron Gibbens

The PNR's annual budget and financial reports are posted 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 2020 to April 2021.

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 136 members. We did, however, bring in 101 new members during this period, of which 29 were Rail Passes and several were Family members and Student members. Unfortunately, we did lose 20 active members and 13 inactive members to death during this period. Please refer to the list of deceased members on p.4.

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 reenergize them to return to the hobby and reactivate 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 2019 had 3903 names, April 2020 had 4042 names, and April 2021 had 4233 names! Compare those numbers to our active membership numbers in April 2021 with 1448 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.

If you look at the number of names in the Deceased portion of this report, you notice the large number of members from Division 5 and that they were all Inactive Members. This information was the result of a member in Division 5 going through the Inactive Report and identifying those members no longer with us so they could be removed from that report.

### 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-20		May-20		Jun-20		Jul-20		Aug-20		Sept-20		Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21		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	100	3	99	3	98	3	97	3	96	3	94	3	93	2	93	2	92	2	91	2	89	2	87	1	86	1	-14
2	142	1	136	1	136	1	132	1	134	1	133	1	136	2	131	1	127	2	127	2	121	2	120	1	119	1	-23
3	88	6	86	6	83	4	81	3	81	3	77	2	75	2	73	2	73	3	74	1	75	1	74	1	73	1	-15
4	484	10	483	10	485	10	483	10	482	10	476	10	470	9	466	8	458	7	454	8	451	7	448	8	454	9	-30
5	205	4	206	3	203	2	202	2	201	4	205	6	199	5	201	5	200	5	181	5	180	5	196	3	202	5	-3
6	252	2	254	2	247	4	243	4	243	4	243	2	232	2	233	1	235	1	239	0	234	0	234	0	232	0	-20
7	313	4	304	2	303	1	301	1	302	1	300	0	297	1	294	1	282	2	278	2	285	3	288	3	282	3	-31
<b>Tot</b>	<b>1584</b>	<b>30</b>	<b>1568</b>	<b>27</b>	<b>1555</b>	<b>25</b>	<b>1539</b>	<b>24</b>	<b>1539</b>	<b>26</b>	<b>1528</b>	<b>24</b>	<b>1502</b>	<b>23</b>	<b>1491</b>	<b>20</b>	<b>1467</b>	<b>22</b>	<b>1444</b>	<b>20</b>	<b>1435</b>	<b>20</b>	<b>1447</b>	<b>17</b>	<b>1448</b>	<b>20</b>	<b>-136</b>

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

Div	Apr-20		May-20		Jun-20		Jul-20		Aug-20		Sept-20		Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21		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	2	1	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	1	0	0	6	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	1	0	0	3	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	3	1
4	2	1	4	0	4	0	0	0	2	1	3	1	1	0	1	0	2	0	5	2	3	2	2	0	3	1	32	8
5	0	0	0	0	0	0	0	0	2	2	5	2	0	0	1	0	0	0	1	1	0	0	4	0	8	2	21	7
6	4	0	1	0	2	2	0	0	0	0	1	0	1	0	2	0	0	0	3	0	1	0	1	0	0	0	16	2
7	0	0	0	0	0	0	0	0	0	0	1	0	2	1	1	0	1	1	11	3	1	1	2	0	1	0	20	6
<b>Tot</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>22</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>11</b>	<b>2</b>	<b>13</b>	<b>3</b>	<b>101</b>	<b>29</b>

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

Div	Apr-20		May-20		Jun-20		Jul-20		Aug-20		Sept-20		Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21	
	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	1	2	0	2	0	1	0	0	0	3	0	4	1	0	0	2	0	1	0	2	0	3	1	2	0
2	2	0	5	0	2	0	3	0	3	0	1	0	1	0	4	0	4	0	1	0	8	0	4	1	1	0
3	1	0	1	0	3	2	2	0	0	0	3	0	2	0	4	0	2	0	2	2	1	0	2	0	2	0
4	8	1	9	1	5	0	5	0	7	1	10	1	6	0	8	1	8	1	16	1	9	1	13	0	5	0
5	0	0	1	0	5	1	3	0	3	0	2	0	5	0	2	0	2	0	19	1	4	0	1	0	3	0
6	5	0	2	0	7	0	4	0	4	0	2	2	15	0	9	0	1	0	0	0	5	0	0	0	4	0
7	7	0	10	1	4	1	2	0	0	0	4	1	5	0	4	0	14	0	5	0	0	0	1	0	7	0
<b>Tot</b>	<b>25</b>	<b>2</b>	<b>30</b>	<b>2</b>	<b>28</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>25</b>	<b>4</b>	<b>38</b>	<b>1</b>	<b>31</b>	<b>1</b>	<b>33</b>	<b>1</b>	<b>44</b>	<b>4</b>	<b>29</b>	<b>1</b>	<b>24</b>	<b>2</b>	<b>24</b>	<b>0</b>

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

Div	Apr-20		May-20		Jun-20		Jul-20		Aug-20		Sept-20		Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21	
	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	4	0	2	1	1	0	2	0	1	0	0	0	3	0	4	1	0	0	2	0	1	0	2	0	3	1
2	2	0	2	0	4	0	2	0	3	0	3	0	0	0	1	0	3	0	2	0	1	0	8	0	4	1
3	0	0	1	0	1	0	3	2	2	0	0	0	3	0	1	0	4	0	1	0	1	1	0	0	1	0
4	6	0	7	1	8	1	5	0	3	0	7	1	9	1	4	0	8	1	4	0	12	1	5	0	11	0
5	4	0	0	0	1	0	4	1	3	0	3	0	2	0	4	0	2	0	2	0	18	1	5	0	1	0
6	1	0	2	0	2	0	7	0	2	0	3	0	1	1	8	0	5	0	1	0	0	0	0	0	0	0
7	3	0	6	0	8	1	4	1	1	0	0	0	4	1	5	0	3	0	13	0	2	0	0	0	1	0
<b>Tot</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>25</b>	<b>2</b>	<b>27</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>22</b>	<b>3</b>	<b>27</b>	<b>1</b>	<b>25</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>35</b>	<b>3</b>	<b>20</b>	<b>0</b>	<b>21</b>	<b>2</b>

## Achievement Program Report

Jack Hamilton, MMR, AP Chair

I continue to be both surprised and concerned about the lack of AP activity in the Region. While I am sure that efforts associated with the lockdowns or outside activity limitation WITHIN THE Region have had some impact on modeling activities, the sharp decline in “skill” and modeling awards is not understood. If you are continuing to model and have work that is ready for evaluation, let your Division AP Manager know. Remember that we can complete almost all evaluations by virtual means. While the ZOOM and other Distant Evaluation processes are arranged for and conducted at the Region level, making arrangements is not difficult. See below.

### 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 (DE) remains and if you have a structure, car, or civil engineering 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 the Fourth Division, 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 evaluations and submitted several structures and cars for merit awards through DE.

If you desire to try out DE for Structures, Cars, Prototype Models, or Motive Power, please contact me before you start compiling the information for submission. If you would like to conduct a video or ZOOM evaluation for Scenery or Electrical, contact your Division AP manager. Please remember that Author, Volunteer, Official, and Chief Dispatcher can be completed at any time.

### Awards Earned

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

**Randy Nussli** has earned a Golden Spike

The following members have earned Merit Awards for their work:

**Max Magliaro** earned a Merit Award for Civil

The following members have earned Achievement Program Certificates:

**Jerry Thomas**—Association Official

**William Fassett**—Model Railroad Author  
**Jeff Herrmann**—Association Volunteer  
**Jeroen Gerritsen**—Association Volunteer  
**Dale Bearden**—Model Railroad Author  
**Jerry Barnes**—Association Volunteer  
**Di Voss**—Association Official

## Congratulations to all. Well done!

Job Opening – I have filed my notice of resignation and retirement. While the actual date is not specified when I give up the hat, the intent is clear. If you have any interest or desire of serving as PNR AP Manager, please contact either me or Jeff Herrmann.

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

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## **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](mailto: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.

# Division Reports

## 1st Division

Rich Pitter, Superintendent

The First Division is in the process of finalizing a contract with Valley River Inn in Eugene, to host the PNR Convention on May 10-14, 2022.

Our work to dovetail with the Willamette Cascade's Swap Meet and Train Show fell through when the group was awarded the first week of April but the Valley River Inn was not available for the PNR convention during the previous week.

We are awaiting formal PNR approval to hold the convention.

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## 2nd Division

Jeff Shultz, Superintendent

2nd Division has been very quiet lately. A board of directors election was held with Robert Leatha retaining his directorship and Larry Nunn joining the board to replace David Holden, who chose not to run but will continue as the treasurer. Greg Baker won the only contested election, replacing Stu Cato as the Assistant Superintendent. The 2nd Division Board would like to thank all the candidates and particularly Stu Cato for his many years of service to 2nd Division. 2nd Division now has a YouTube page, where the video of the 2021 Annual Meeting, including clinics by James Knabb and John Lowrance of Texas, will be uploaded soon. The 2nd Division's website is: <http://www.2dprn.org/index.html>

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## 3rd Division

Tom Waters, Superintendent

The Idaho Rails 2021 Convention Committee had been working diligently the past few months planning a virtual event for this coming August. However, circumstances were not aligning for this to be a success. Please see my separate article on p.3 about the decision to cancel the PNR 2021 convention.

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## 4th Division

Russ Segner, Superintendent

We have continued to have success with our series of virtual clinics. Attendance has increased as more of our members get comfortable with the technology. Our monthly layout tours have been well attended and visitors from outside the Division have routinely attended. All these tours are recorded and are on our YouTube channel at 4dprn.org in our "Get Connected" section or click here: [4DPNR Movies](#).

It is anticipated that some of the regional train shows will occur later this summer and fall so our modular groups are gearing up. Our finances are stable as we have substantially cut back on expenses by not renting meeting spaces. It is likely that we will open the fall season with a combination of virtual meetings and occasional face-to-face meetings. Arrangements are being made to acquire and implement video equipment sufficient to broadcast via Zoom the face-to-face clinics to members not able to attend in person.

An election was held in April for two Director positions and Assistant Superintendent. Al Lowe was reelected as Assistant Superintendent, Alex Brikoff was elected to a full term as a Director, and Dennis Terpstra was elected as our newest Director. All these are for two-year terms.

Our Annual Meeting/Spring Meet will take place May 22 as a virtual meeting. The link will be posted in our [Grab Iron](#) for all who wish to look in. The meeting will include two clinics and our awards presentations, including the Golden Grab Iron. Our closing speaker will be one of our own, Jim Sabol.

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# 5th Division

Bill Fassett, Superintendent

## Annual Business Meeting

Thanks to Washington State being in Phase 3, COVID-19 restrictions allowed the Inland NW Rail Museum in Reardan, Washington to host the Annual Business Meeting for the 5th Division on Saturday, April 17. Twenty-one members attended between 10:30 a.m. and 1:00 p.m.

New Division officers were elected for 2021–2023: Peter Armstrong of Lewiston, Idaho, was elected Superintendent, succeeding term-limited Bill Fassett. Dick Smith from Hamilton, Montana, was elected Paymaster, following Tim Bristow, who was also term-limited. To fill the unexpired Assistant Superintendent vacancy left by Armstrong's election to Superintendent, members elected Bill Voogd of Spokane. Phillip Miller of Kennewick, Washington, continues to serve as Chief Clerk. The 2021–2022 executive committee will assume office on September 1.

PNR President Jeff Herrmann of Rathdrum, Idaho, presented the members with his vision for the region, and also presented the 2020 Region President's Award to Dan Wise of Lewiston, recognizing his role in supporting the hobby in the region. The presentation was delayed, of course, due to the pandemic.

Attendees were invited to witness the ribbon-cutting ceremony for the Dr. Jon Wamba layout at the museum. Jon is a retired Spokane dentist who previously practiced in Davenport, Washington, about 10 miles west of the museum. He donated his O-scale layout and collection to the museum in 2019, and much of the original layout—particularly the spectacular mountains he had created—has been reconstructed at the museum, largely through efforts of Spokane-area members of the 5th Division. In the photo to the right, Inland NW Rail Museum President Dale Swant watches as Dr. Wamba cuts the ribbon for the grand opening of the layout. Trains operated on the layout that day were from the Wamba collection.



Two clinics were held: John Langlot, co-author of two books on GN operations during his 40+ years on the railroad (*The Rusty Dusty* and *Rocky's Rail*), presented information on Great Northern SD7s and SD9s, including the GN 598 SD9 recently acquired by the museum. The 598 and its sister locomotive, the 597, were the only GN SD9s with dynamic brakes. The 597 currently is located in Skykomish, Washington. Specifics of interest to modelers, such as placement of the bell and use of ditch lights on locomotives that operated in Canada in the 1970s, were included in John's clinic. A second clinic was presented by Nate McKorkle concerning the *Mount St. Helens* parlor-lounge car, which the museum has recently finished restoring. The *Mount St. Helens* and its sister the *Mount Hood* (now in Portland) were operated by the Spokane, Portland, and Seattle Railway to provide passenger service connections to the Empire Builder between Portland and Spokane. When the museum acquired the *Mount St. Helens* car in 2016, it was painted in an NP scheme, but has since been restored to its original Empire Builder color scheme. Nate included modeler's tips in his presentation. He pointed out that he had only seen one *Mount St. Helens* in HO scale—a very pricy brass version, but that the sleeper section was based on Northern Pacific sleepers, so kitbashing an NP sleeper with a GN lounge car could replicate the *Mount St. Helens*. Proper detailing of the windows and undercar structures were also reviewed.

Following the activities at the museum, attendees were invited to a tour of the River City Western HO scale layout by the River City Modelers in Spokane. Many thanks go to the RCM members for arranging the tour.

## Tri-Cities Layout Progress

Our Chief Clerk has forwarded updated information on the ongoing progress at the Tri-Cities Modelers' large layout. The layout is now open to the public on Saturdays from 10:00 a.m. to 2:00 p.m., with 50% occupancy and masks required. The West Helix, consisting of two helix loops and four reverse loops, and the East Helix, with three helix loops and four reverse loops, are now complete (see separate article). The support for the future Stampede Tunnel is in place—100 inches above the floor! It is well worth a Saturday drive to Kennewick to see what they're up to.

## 6th Division

Ed Molenkamp, Superintendent

Greetings from the 6th Division. I just want to encourage you all to continue to work at the hobby and know that meeting together will happen again and I am looking forward to seeing you all in person. Our membership remains steady so hopefully we can get to know our new members. Until then stay safe and keep enjoying the online clinics and tours.

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## 7th Division

John Martin, Superintendent

This month's message is simple:

### Please register for RMMBC!

Each year I'm impressed by the number of people who attend the Railway Modellers Meet of BC. They are sending a clear message that RMMBC is a highly regarded event, extremely worthy of their time and attention.

Take a look at the featured guest speaker, the schedule and lineup of clinics, the layout tours, and the "Meet the Modeller" sessions—there is truly something for everyone. It starts May 1st and continues all month on Thursday evenings.

If you've missed the first session, don't worry. There are FOUR more Thursday events. Register NOW and we'll send you an invitation for each one.

Visit [railwaymodellermeeetofbc.ca](http://railwaymodellermeeetofbc.ca) or google RMMBC and sign up.

It's a virtual event, thanks to the pandemic and it's dead easy to join in. It's also free – which should appeal to every model railroader!

RMMBC is our major offering to you, as an NMRA member. Don't miss out on the opportunity to enjoy it.

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## NMRA National Convention 2021 (Virtual Edition)

[NMRA 2021 Rails By The Bay](http://www.nmra.org), NMRA's 2021 national online virtual convention on July 6-10, 2021, has several exciting announcements. The convention has booked a first group of 20 layout tours by video. Layout names, owners, and complete descriptions are here: <http://pcrnmra.org/NMRA2021/layouts.html>. Join us in July to see all of these layouts during the week. Next, the convention has clinic presentation commitments from nearly 30 clinicians. Most will be pre-recorded, with live Q&A after the clinic ends; this allows the convention to maximize video quality while still offering interactivity. For a complete current list of clinics, visit: <http://pcrnmra.org/NMRA2021/clinics.html>. Well-known actor, modeler and railfan MICHAEL GROSS will be offering a special video address during the week; Michael's past convention banquet talks have earned accolades. And, online all-electronic registration, with payment by PayPal, is available at: <http://pcrnmra.org/NMRA2021/registration.html>. The all-inclusive fee for a full five days of video content, Q&A, plus other bonuses, is just \$49 or less than \$1.25 per hour. Video content will be available to registrants for at least two weeks after the convention. Register online today!

A promotional banner for the NMRA 2021 National Convention. On the left is the NMRA logo, which consists of a blue square with a white stylized 'C' shape and the text "nmra.org" in white. To the right of the logo, the text "WHERE PROTOTYPE MODELING, OPERATIONS &amp; TECHNOLOGY CONVERGE..." is written in white on a blue background. Below this, in a white box with a blue border, is the text: "Join us online starting July 6, 2021 for high-quality video clinics via Zoom, live Q&amp;A with top modelers and layout owners, pre-recorded video layout tours, a photo model show, and much more!". At the bottom left of the banner is the website "www.nmra2021.com". On the right side of the banner is a circular logo for "RAILS BY THE BAY" with a bridge and water scene, and the text "NMRA 2021, SANTA CLARA, CALIFORNIA" around the bottom edge.

# NMRA 2021 National Convention Update

Chris Palermo, Convention Committee Publicist

We're delighted to report the following developments in planning this convention.

**Jack Burgess MMR** will present a clinic titled Photoshop Elements as a Modeling Tool. Join Jack for a detailed review of the Photoshop Elements software and learn insider tips about how to use it to plan and build models.

**Clinic schedule updated.** All times listed are Pacific Daylight Time. Clinics and layout videos will be offered daily, July 6–10, at 9:00 a.m., 10:00, and 11:00. A break will be observed from 12 noon to 2:00 p.m., but layout tours will be available to view on your own. Afternoon clinics will be offered at 2:00 p.m., 3:00, and 4:00, followed by a dinner break at 5:00. Evening clinics will be at 7:00 and 8:00, and breakout rooms will remain open at 9:00 for socialization. Clinics nominally run 35–45 minutes.

**Call for volunteers.** The convention continues to need more volunteers to serve as: Clinic Track Moderators, Clinic Goes On Moderators, Information Desk Operators, Information Desk Operator Assistants and Breakout Room Moderators, as described below. These are low-tech positions and will include training so that you have the information you need.

- **Clinic Track Moderators**—moderate the chat window (keep the chat on topic, promote discussion on the topic, encourage questions for clinician), share needed links with attendees, and encourage attendees to visit the breakout rooms. Sign up [HERE](#).
- **Clinic Goes On Moderator**—moderate the meeting (keep the chat on topic, promote discussion on the topic, encourage questions for clinician, ensure all attendees get to ask questions), share needed links with attendees, notify attendees when next clinics are starting and encourage attendees to visit the breakout rooms. Sign up [HERE](#).
- **Information Desk Operator**—Share important information on screen, help direct attendees to breakout rooms and answer questions as attendees enter the Great Hall. Sign up [HERE](#).
- **Information Desk Operator Assistant**—assist the Information Desk Operator. Sign up [HERE](#).
- **Breakout Room Moderator**—Circulate among the breakout rooms assisting attendees. Promote discussion among attendees, introduce people in breakout rooms, be welcoming, helpful and promote social interaction among attendees. Sign up [HERE](#).

If you have questions or an issue to resolve before you can sign up for a specific slot, let us know by [clicking this link](#). We will be in touch soon.

Thank you!

# PNR Interchange

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

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

**FOR SALE:** 3-rail O-gauge locomotives, rolling stock, track, and structures. E-mail to [rbill10@comcast.net](mailto:rbill10@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:** HO scale, seven car, Northern Pacific, North Coast Limited. Includes Tsunami-equipped F3A-B-B set by Athearn Genesis and seven cars by MTH. Asking \$700 CDN but am open to offers. Photos and video available on request. Doug Mayer, [doug.mayer@telus.net](mailto:doug.mayer@telus.net). Revelstoke, British Columbia. 250-837-5399

YOUR PERSONAL AD OR REQUEST FOR  
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Do you have "excess" model railroad equipment, kits, or supplies?

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 Timetable, PNR Train Orders (regular member email), or to the PNR's Upcoming Events webpage, contact the Timetable Editor, Mark Johnson at [timetable@pnr.nmra.org](mailto:timetable@pnr.nmra.org)

## 2021

### May 1-27, Vancouver, BC

The 2021 Virtual Railway Modellers Meet of British Columbia (RMMBC). The Meet kicks off on Saturday May 1, 2021, with the keynote address by a well known model railroader (more to come!). Subsequent Thursday evenings on May 6, 13, 20, and 27 will see clinics, virtual displays, Meet the Modeller, and much more. Info: [www.railwaymodellersmeetofbc.ca](http://www.railwaymodellersmeetofbc.ca)

### May 21-23, Camrose, AB

CANCELLED -- Battle River Rails, the PNR 6th Division 2021 National Model Railroad Association convention, scheduled for May 21-23, in Camrose, AB, has been cancelled.

### Aug 7 (Sat), 14, 21, 28, Boise, ID

CANCELLED. Idaho Rails, 2021 (Virtual): August 7, 14, 21, and 28, 2021. The PNR Convention for 2021 has been cancelled. Please see more information elsewhere in this edition of *The Switchlist*.

### Sep 11 (Sat), Kelso, WA

Longview, Kelso & Rainier Model Railroad Club Fall Swap Meet & Train Show. Three Rivers Mall, Kelso, Washington, 10 a.m. to 3 p.m. Admission \$5, Children under 12 free with paid adult. Early Bird Special: get in between 9a.m. and 10a.m. for \$10 each. Free Parking! 200 Tables for Vendors, On-Site Food Vendor. Vendor Info: \$25 for 8' table, bring your own cover, setup 5-9 p.m. Friday and 7-10 a.m. Saturday. For more info, visit [lkrtrains.yolasite.com](http://lkrtrains.yolasite.com) or contact Rich Easley at 360-431-5790 or [Kmann\\_98632@Yahoo.com](mailto:Kmann_98632@Yahoo.com).

### Sep 11-12, Sherwood Park, AB

CANCELLED: 2021 Greater Edmonton Model Train Show, Millennium Place, 2000 Premier Way in Sherwood Park. Info: [www.mmrf.ab.ca](http://www.mmrf.ab.ca) email: [trainshow@mmrf.ab.ca](mailto:trainshow@mmrf.ab.ca)

### Oct 30 (Sat), Medford VIRTUAL, Online via Zoom

2021 Annual Conference, Southern Pacific Historical & Technical Society. Info: [www.sphts.org/convention/](http://www.sphts.org/convention/)

**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, the website of individual events, or contact the person in the specific event's listing.**

# Pacific Northwest Region Staff

## Officers

**President:** Jeff Herrmann, 714-651-3903, [esjef73@gmail.com](mailto:esjef73@gmail.com)

**Vice-President:** Bob Parrish, MMR, 208-866-4601, [bobparrish770@gmail.com](mailto:bobparrish770@gmail.com)

**Secretary:** Stirling Millar, 306-519-1369, [admin@stirlingmillar.space](mailto:admin@stirlingmillar.space)

**Treasurer:** Aaron Gibbens, 541-501-4401, [PNR-Treas@outlook.com](mailto:PNR-Treas@outlook.com)

**Asst. Treasurer (Canada):** Larry Sebelley, 604-858-5717, [sebelley@shaw.ca](mailto:sebelley@shaw.ca)

**Asst. Treasurer (US):** *Position vacant; please volunteer!*

**Office Manager:** Ed Liesse, 253-529-7405, [eliess@aol.com](mailto:eliess@aol.com)

**Immediate Past President:** Kurt Laidlaw, 253-495-8351, [anas99@klaidlaw.net](mailto:anas99@klaidlaw.net)

## Committee Chairs

**Achievement:** Jack Hamilton MMR, 360-308-9845, [gradiver@wavecable.com](mailto:gradiver@wavecable.com). *Job opening; please volunteer.*

**Ballot, USA:** *Position vacant; please volunteer!*

**Ballot, Canada:** Richard Sutcliffe, 604-467-4301, [ras1@uniserve.com](mailto:ras1@uniserve.com)

**Contest:** Christopher Jones, 541-824-0154, [lllandcij@aol.com](mailto:lllandcij@aol.com)

**Convention:** Larry Sebelley, 604-858-5717, [sebelley@shaw.ca](mailto:sebelley@shaw.ca)

**Education:** *Position vacant; please volunteer!*

**Membership:** Bob Parrish, MMR, 208-866-4601, [bobparrish770@gmail.com](mailto:bobparrish770@gmail.com)

**Nominations:** Shirley Sample, 509-292-8332, [shirley@busnws.com](mailto:shirley@busnws.com)

**President's Award:** Dave Liesse, 253-343-3445, [nmrade@liessefamily.net](mailto:nmrade@liessefamily.net)

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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

