



The Switchlist

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

August 2021

Form 255
UNION PACIFIC RAILROAD COMPANY

SWITCH-ENGINEMEN'S DAILY REGISTER

FOREMAN	No. of Helpers	ENGINEER AND FIREMAN	Compared Time	Job Worked	Highest Runout 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		

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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
Engine: 7-027
Destination: St. Rose, LA
UP 2700 Cabin: 199044

be	SPOT	NxtLoc	Tons	Contents	Hdg

Form 818-A Standard—Small
SWITCH CARS CAREFULLY AND SAFELY
AVOID ROUGH HANDLING
Santa Fe
Hamar Colo. Ch. 576-577-578
(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 William

MAKE TRACKS TO EUGENE IN 2022 PNR CONVENTION

MAY 11-14, 2022
AT THE VALLEY RIVER INN
HOSTED BY THE 1ST DIVISION

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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Measuring Progress

I'm optimistic. Several indicators show we are making progress on a number of fronts. First, the US-Canada border is beginning to open up again. Second, more face-to-face model railroad-related meetings and events are being scheduled. Check out the Timetable on page 21 for the latest.

Third, we just had our first regional get-together in over two years. Even though it was virtual, we were still able to enjoy each other's fellowship and share our passion for this hobby. So, that is indeed progress from where we've been over the past 1-1/2 years.

I hope you were able to join the Zoom call this past Saturday for that milestone event for the PNR—the 2021 Mini-Convention and Annual Membership Meeting. Many thanks to the 3rd Division and other key regional support team for planning and facilitating a successful event.

In this edition, the *PNR News and Announcements* section includes some preliminary information about the PNR's 2022 convention to be held in Eugene, Oregon. At a minimum, immediately put May 11-14 on your calendar.

We also have announcements of regional and national awards recently presented to three PNR members. Congratulations to Jack, Charlie, and Di for all your contributions over the years!

The *In Memoriam* section on page 5 lists PNR members who have passed away over the past year. Please take a moment to remember them and their families.

Also take note of our new members listed on page 6. Welcome to you all! And here's my ongoing reminder to all veteran members: please review the list of these new members and their locations and coordinate with your division superintendent to personally contact and engage these folks in your local division or club activities. Or perhaps meet them for coffee (or a beer?) to trade ideas or the latest progress on your model railroad. Don't assume someone else will do this. We are all hungry for human connections.

Two more feature articles continue in this edition of *The Switchlist*. Bob Parrish, MMR, presents Part 8 of his discourse on electricity and Tom Waters presents Part 2 of his 3-part article on his collection of John Allen's Gorre & Daphetid HO Scale commemorative cars.

Another article authored by our prolific writer/vice president shares some personal observations about an acquaintance. Is this person a figment of Bob's imagination or for real? Hmm. I wonder.

But, back to business. The quarterly reports from the PNR officers, staff, and division superintendents begin on p.13.

And don't forget to check out the classified ads in the *PNR Interchange*.

So, a few closing thoughts: Given the current surge of COVID cases attributed to the Delta variant, don't get discouraged. Keep your family, friends, and yourself protected. By doing that, I'm hopeful our model railroading community will be able to continue reconnecting through in-person meetings, layout tours, operating sessions, and other events. Every one of these is a baby step towards some level of "normalcy." And a baby step is a measure of progress.

Always remain optimistic, stay safe, and be healthy!

Greg Kujawa, Editor

PNR News and Announcements

PNR Convention—Make Tracks to Eugene in 2022

Rich Pitter, Superintendent, 1st Division

The Convention Committee is finalizing budget and details necessary for online registration. We anticipate to announce our website open to take registration about October 1. The convention will be held at the Valley River Inn in Eugene, Oregon, May 11–14, 2022. We will have three parallel clinic rooms running Thursday through Saturday, and we are also arranging for OPSIG clinics in our layout room. There will be a model contest and an exciting non-rail program. On Tuesday afternoon, May 10, the PNR Board will meet and an Ice Breaker social will be held. We have arranged for several local layouts to hold open house hours during the convention. On Saturday evening, May 14, we will host a banquet with an awards ceremony and speaker.

Please await our registration announcement to learn about prices and how to register by mail or online. We will also include information for reserving guest rooms at the Valley River Inn during the convention.



Jack Hamilton, MMR, Receives PNR 2021 President's Award

Jeff Herrmann, President

The Pacific Northwest Region President's Award is presented annually to honor a member of the PNR who has, through service to the hobby of model railroading, made the most significant contribution to the benefit and betterment of the Region. It would be hard to find a person who epitomizes the dedication to the hobby and the Region more than Jack Hamilton. He is a household name among modelers at the regional and national level. He has served as Western District Director and Worldwide At-Large Director on the NMRA Board of Directors. He has served more than once as the President of the Pacific Northwest Region. While serving as President of the PNR, he was also the PNR Achievement Program chairman and the 4th Division AP chairman. Under his leadership, the PNR consistently has had a high number of people earning AP certificates and their MMR. At the divisional level, he instituted a program of quarterly Make-and-Take clinics that were extremely successful. He has written innumerable articles in the *NMRA Magazine* under the pseudonym of the "Tool Junkie." He has led efforts at the national, regional, and divisional levels to increase new membership and retention. He served as co-chair of the PSX 2004 National Convention and convinced his wife, Donna, to wash the staff shirts every night during the convention so staff members were well dressed throughout the convention.



If you want a job done, this is the person you ask. He is always there and willing to help wherever necessary to further the hobby.

Congratulations, Jack and many thanks from all PNR members for your continuing service and commitment!

1st Division's Charlie Hutto Receives NMRA President's Award for Service to the Division

Jeff Herrmann, President

2021 marks the fifth year for presentation of "NMRA President's Service to the Division Award," perhaps more significant this past year because of COVID. This special award is presented to one individual in each region who is recognized for contributions of time and energy to make their division outstanding for all members. The Award is presented to just a few folks in NMRA who volunteer because it is the right thing to do and don't expect recognition for it. Charlie Hutto couldn't be more active in 1st Division. Besides being on the division board, he edits their newsletter and is their tech chair for all of the division events and clinics, which has become even more important lately with virtual meetings. Congratulations Charlie, and thank you for your service!



Didrik Voss, MMR, Receives NMRA 2021 President's Award

Jeff Herrmann, President

A President's Award was presented to Didrik A. (Di) Voss, MMR, for his service as Manager of the Standards and Conformance Department. Development and maintenance of NMRA Standards, Recommended Practices, and Conformance Certification are one of the original and primary purposes that drove establishment of the NMRA. Although he recently stepped down from that position, Di's efforts in the Standards and Conformance Department continued to provide this major benefit of the NMRA.



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 — July 2020 through July 2021

Month Reported	Div	Last Name	First Name	City/Town	State/Province	Special Recognition
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					
May 2021	05	Johnston	David M	Whitefish	MT	Life Member
June 2021	01	Gamble	Harry (Woody) S	Klamath Falls	OR	
	04	Saunders	Raymon B	Puyallup	WA	Life Member
	04	Yeo	Donn	Redmond	WA	
	07	Forsyth	Don	Courtenay	BC	
	07	Schlosser	John M	Kelowna	BC	
July 2021	05	Evers	Kenneth W	College Place	WA	
	05	Haley	James F	Spokane	WA	

New PNR Members

May–July 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	D'Amato	Joe	Talent	OR
03	Williams	Joel	Fruitland	ID
04	Graddon	George	Seattle	WA
04	Zeedyk	David	University Place	WA
04	Zeedyk	Regina	University Place	WA
04	Zimmerman	Family	Poulsbo	WA
05	Hastings	Clete	Pasco	WA
05	Hastings	Colin	Pasco	WA

Div	Last Name	First Name	City/Town	State/ Province
05	Raudszus	Benjamin	Spokane	WA
05	Raudszus	J	Spokane	WA
05	Resch	Wayne S	Nine Mile Falls	WA
05	Summers	Dawn	Loon Lake	WA
05	Van Beek	Duane	Pasco	WA
06	Hall	Herb	Spruce Grove	AB
06	Stewart	Larry	Ft Saskatchewan	AB
07	Stagg	Geoffrey	Comox	BC

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

Features

Basic Electricity ... No Math. I Promise (Part 8 of 10)

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

Editor's Note: This is the eighth 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 8

Anecdotal stuff and cautionary instructions

When preparing older locomotives to operate with DCC, consider retrofitting can motors to the older open frame motors. This was discussed earlier. The only thing I can sort of convince myself of is that the open magnet motors are bouncy. That is, the switching from one armature to another has a field collapsing force like an ignition coil in your car and sends that signal out onto the wires to the motor. Examine closely the brushes on the commutators of such a motor. First, they all have an odd number of magnet locations and thus an odd number of commutators segments. This prevents dead spots in the motor and allows it to start predictably in either direction no matter where the motor stopped last. Look at how the brushes walk from segment to segment; they do not both leave a magnet area at the same time. That is to say, the segment and related magnet area collapses due to only one brush switching that magnet area and requires additional rotation of the armature before the opposite side brush leaves that area. What can only be seen on an oscilloscope is the electrical activity of the collapsing magnetic field. It pushes electrons out into the motor wiring through the lagging brush and turns into hysteresis in the entire system. I don't think some decoders like that back rush of electrons. Those transient electrons were completely hidden in DC systems but our modern electronic systems see everything.

I have had a few decoders fail for reasons of my own doing, but the only otherwise unexplained decoder failures are those that had open frame motors in them. Curiously they did not fail the first time out. Some actually held on for months and one for nearly a year of regular operation and then for some reason... poof!!! The magic smoke leaked out and nothing moved any longer. I put a can motor in and the problem was solved.

Most command stations can power enough to set up a basic decoder but some with sound pull so much that the command stations cannot get it done. There is a device called a SPROG that allows you to program and test drive the loco off of your computer and use some freeware database set-up tools from JMRI. Again, ask around among your local modelers.

Some locomotive motors don't like getting started. Recall the bad old days of pulse power. There are some decoders that can accept specific instructions for replicating this. One sets the speed of a thing called dither. That is how fast it will additionally wiggle the voltage to the motor to get it rolling. Another control value allows you to set the voltage that the wiggle will occur at and between the two almost any locomotive can have super low speed operation. Another new feature on some decoders is BEMF compensation. The decoder is able to look at the back EMF and recognize that you are going up or down hill and compensate for it. They also are able to do this to equalize out locos, to a point, when consisted together.

There are all manner of cool little widgets available for dimming of lights, forward and reverse and standing idle lighting set ups. Beware that not all decoders are created equal, so shop carefully.

More recently is a device generically called a *Stay Alive*. This is nothing more than an appropriately placed capacitor on the decoder board that provides current when needed such as when rolling over small dirt spots, thus keeping the decoder, lights, and motor powered for a very short time. It does not allow it to receive an instruction while on the dirt, so again, there is no substitute for immaculate rail conditioning. More recent Stay Alive systems have a diode and a resistor in the device that causes the device to fill slowly and not add significantly to the start up rush that will dump your DCC system to a short when powered up. A Stay Alive device consists of a series (four or five) of high volume storage capacitors. A capacitor is an electronic device that can store electrons. Unlike a battery, it cannot produce a charge. You may find that in particularly dirty track the Stay Alive cannot get enough of a rail current to stay full and slowly runs down. Clean track is a necessity for good operations.

Motors for DCC

I would now like to venture off into a discussion of testing motors for DCC suitability and conversion to can motors. I am aware that there are as many notions about this stuff as there are recipes for chicken soup but I will make this as general in nature as I can. If you have found something that works for you.... Cool.

Most early locomotives only held one side of the circuit separate to the brush and commutators and used the body and/or frame of the locomotive as the other side. We'll call it the ground side for simplicity, although when the locomotive was reversed in DC operation, the frame became the plus side of the circuit. Automobiles use the car body as the ground side but that has not always been the case. Before WWII, most manufacturers used a positive ground system and the plus side of the battery was fastened to the car body and the wiring carried the minus or negative side of the circuit. The Brits held onto this longer than all other manufacturers but the introduction of alternators pretty much ended the positive ground era.

This means that most early model locomotives bolted or somehow secured their motor rigidly and electrically to the frame of the locomotive. This will not do in DCC. The decoder has wires to both sides of the motor as the decoder, under instruction, reverses the motor, not the polarity of the rails. Decoders are programmed to know what forward on the locomotive looks like and current, plus and minus, is sent appropriately to the motor to accomplish the desired direction. This is what allows us to run multiple locomotives on DCC with no effect on other locomotives. This is, arguably, the best feature of DCC. The wire colors to the motors for most decoder applications are grey and orange. If you get the colors reversed when soldering the wires to the motor, forward on the locomotive can be reset electronically inside the decoder and then can be permanently stored.

Let me start with old Pitman, Mantua, and similar Japanese motors where the magnet was a lump of metal held out on the end of the motor with two steel plates around the armature of the motor that redirected the magnetic field. These were the sloppiest of motors in the eyes of a decoder. These motors are decoder killers and should be replaced. As noted earlier, they require high amperage flows for operation and stall out at current draws much higher than most decoders are capable of. They also, for the same reasons, have a relatively high back EMF pulse that decoders seem not to like a whole lot.

If you have the good fortune of finding a locomotive with an old Lindsay motor, change is not required. These were great motors for their day and still good motors for today. They were a seven-pole skew-wound motor that gave very stable low speed operation, very little back EMF, and low current draws. They will need to be electrically isolated but they are a good motor. The fix is to replace the brass brush carrier on one side of the motor that is connected to ground to a plastic carrier that will isolate both brushes from the frame. Lindsay motors still turn up in some old trolleys and Kemtron products. If you have a Lindsay motor that you want to convert to DCC, e-mail me on the side and I'll give you precise instructions.

Some motors produced for diesel models after 1981 are much more stable and can be used, although they too will need to be electrically isolated. Recent Proto models seem to have thoroughly acceptable motors but need to be inspected for isolation.

The only applications I can think of quickly that are not easily or practically converted are Bachmann split frame motored locomotives and Roundhouse / Model Die Casting steamers from the late 80's. They had a small open frame motor that was very good for DC operation but sat down in a narrow trough in the frame that did not allow for isolation. I have converted one to a can motor but it requires a 13 millimeter diameter or smaller Sagami motor which are now very hard to find. Current Horizon production Roundhouse locomotives are DCC suitable when marked as such. The early Bachmann locomotives had so many other problems with electrical pickup that I would not advocate for their conversion unless you are of strong constitution.

To test a motor for DCC suitability, use an ohmmeter and test with the motor in the locomotive frame as ready for the rails. With one probe of the ohmmeter on the loco frame and the other on the internal wiring to the motor, you should see an infinity or open circuit indicated on the meter. Any other reading is unacceptable. It must be a completely open circuit. The motor will need to be electrically isolated from the frame of the locomotive. Can motors are designed with the can, the outer shell of the motor, not in the circuit of the motor and only a mounting mechanism for the motor, hence two electrical contacts at one end of the motor. Even with that however, test all can motors before installation. Be sure not to have your fingers across the probes as you test as you will cause the ohmmeter to see you as part of the circuit. This was explained earlier in the introduction of test instruments. After making what you think is a suitable modification for isolation, retest the motor both out of the frame and then again after installation. If the decoder sees a leak to the frame, it will lose its magic smoke and we all know what happens after that!

Some motors are easy to isolate and some are not. Again, rear magnet motors should be replaced for other reasons as noted above. Athearn and other diesel model locomotives have some pretty good motors that, with a little creativity, can be isolated and used.

The other modification that must be made is that no spring drives or metal drive shafts can be used as some can motors have their shaft on one side of the motor circuit and that too must be isolated. I would recommend NorthWest Short Line drive line parts as they are easily gotten from the company or your local hobby shop and many Athearn drive lines offer a lot of rolling friction and should be replaced. Spring drives are common in Suydam trolley applications, along with some small brass steam locomotives. I would no longer advocate plastic tubing for a drive line as they too cause a lot of rolling friction.

For DC people, if you have an open frame motor that makes the locomotive run backwards from all of your other locomotives, this can easily be remedied. It is not about reversing the wiring as the motor is not isolated. Remove the rear screw that holds the magnet into the frame and turn the magnet over. You have just reversed the operation of the motor and

matched it to the rest of your fleet.

Additional Decoder Stuff

There are numerous options out there for decoders mounted to printed circuit boards that are designed to slide or snap into existing ports on current production diesel model locomotives. Some of this also exists for steam models as they come with a DC lighting board that is located in the tender. Most steam locomotives don't have much space in the loco for a decoder, so the tender becomes the target location. DC lighting boards are hardly more than a bunch of diodes that recognize the current coming from one or another direction and turn on the light for the appropriate direction.

Some DCC boards are designed to plug into the harnessing of the loco and replace these diode lighting boards. You will need to consult the manufacturer's data for specific applications.

For anyone who is making a decoder fit an older locomotive, you will need to hook up each wire to the decoder as there are no standard harnesses on older locomotives. Many manufacturers make a generic harness for their decoder or, as in the case of Digitrax, have the appropriate wires built onto the board and offer about six inches of wire for each hookup.

A list of colors are as follows for a non-sound hookup including basic lighting:

- Red = right side wheel pickup as looking forward on the locomotive
- Black = left side wheel pickup as looking forward on the locomotive
- Orange = one side of the motor. Place on the plus side of the motor if so marked
- Grey = the other side of the motor
- White = forward light bulb or LED
- Yellow = rear light bulb or LED
- Blue = common for lighting and some Stay Alive devices
- Some harnesses come with green and purple wires which can be removed or tied out of the way as they are not needed for basic decoder operation.

[Also see [NMRA Standard S-9.1.1 Decoder Interfaces](#), Table 3.1. Interface Wire Color Codes—Ed.]

If you want to tie all lights to operate together, put the white and yellow together and ground both bulbs at the blue. If you have directional lighting, white is forward. If you find the lights are reversed from the operational direction, this can be changed in the programming of the decoder and will not require disassembling the loco to reverse the white and yellow wires. This is also true for the wires to set the forward direction of the motor.

Some manufacturers are pretty belligerent about making this sorta of wire-by-wire installation. They will tell you that if you cut or solder to the wire there is no further warranty and you own the decoder in all of its "smoked" glory. TCS has what they call their "goof proof" warranty and they mean it. They will take care of it regardless of what it did or what you did. All you need to do is e-mail them through their web page or call them for a return authorization. The turnaround is pretty quick and almost always you get a new decoder.

All decoders come with the locomotive short address set to 3 to give you access to the decoder for the first time. You will need to readdress the decoder as multiple locos with the same address is really impractical. My usual thing is to make the locomotive run on address 3 that it comes with. This allows you to call or e-mail the manufacturer and carry on a conversation of why it might not be acting correctly and you have made no changes to the decoder that they might not understand. I use the loco number as it is easy to remember the decoder address. I do keep an Excel file of locos and JMRI DecoderPro software will create a roster (database) for you. Most decoders come with a "reset to factory defaults" option that will erase everything you have done to it and put it back as it came out of the package. This is another reason to not use your layout to reset decoders as this command is easily seen by all decoders and can create a lot of reprogramming for you. Always have a test track made up and use it for making any changes, especially in renaming or numbering the locomotive / decoder. I don't even ask a locomotive its name on the main railroad. Everything goes to the test track if there is anything acting up.

Each DCC system has codes for investigating what is in the decoder and what it will answer to and what settings it has stored. If you use multiple manufacturer decoders for your locomotives, you will need to keep a very accurate log of which type of decoder is in each loco as some access data is different from decoder to decoder and system to system as is also the access to that data. Further, not all decoders have the same features or use the same control value numbers for this or that function.

Watch for Part 9 in the November Switchlist.

Editor's note: The NMRAPacific 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.

Gorre & Daphetid HO Scale Commemorative Cars

Article and Photos By Tom Waters, 3rd Division

Editor's Note: This is the second installment of a three-part series of pictorial articles. Part 3 will run in the November issue of The Switchlist.

Part 2

If you read my article in the last issue, you saw the first part of my Gorre & Daphetid HO scale car collection issued by Model Die Casting, Inc. in the 1980s and 90s. To refresh, these were issued in sets of three and four cars over a period of months in recognition of John Allen's artistry. Interestingly, you will notice the break in issues between 1986 and 1994. I have no explanation for this. Some of the passenger cars are named for locations on John's empire. Items #3119 and #3120 are decorated for the narrow gauge portion, The Devil's Gulch & Helengon. Item #7751 Meat Reefer and #7752 36-foot Boxcar were each issued in six different road numbers with the car number being the only difference.

April 1985



Item # 5196 50' Overland Baggage



#5197 50' Overland Combination



#5198 50' Overland passenger



#5199 50' Overland Business

January 1986



#309 2-Truck Shay

February 1986



#3109 26' Tank Car



#3119 36' Box Car



#3120 36' Refrigerator Car

August 1994



#7751 36' Meet Reefer – There were six of these cars all decorated the same numbered 101, 103, 104 106 109 and 110.



#7752 36' Box Car – There were six of these cars all decorated the same numbered 221, 239, 240, 245, 246 and 267.



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!

So I Know This Guy ...

by Bob Parrish, MMR, 3rd Division

He is only a little bit electrical phobic. In the interest of allowing him to stay anonymousLet's call him Tom.

Tom routinely refers to electricity as “neons and freons.” This to me as a retired instructor of electricity and electronics is unbelievably painful.

To speak a bit more about Tom, he is not a kid and in fact has a lot of experience with computer code writing and how stuff works electronically. That is until the discussion comes as to how electronics and electrons get stuff done or how basic electricity functions at all.

The truth is that he is a model railroader with a large railroad running around in a room over a garage. I suppose his fellow modelers, myself included, have enabled him to not only become this way but also to stay completely ignorant and phobic of electron activity. Another modeler and I were about the early electrical design of his multiple layer, around-the-room pike and did most of the wiring. Others assisted in wiring and indicator lighting and thus we have enabled him to remain aloof from any serious learning of electrical theory, and most notably, diagnostics.

To his credit, Tom does know how to turn on the railroad from a single switch when he enters the room and operate his electronic control system for his locomotives. But, if you ask him anything about what is really going on, it is back to neons and freons. It's hard to be angry with him as he always says such things with a broad smile.

When designing the electrical operation of his railroad, we set it up in fourteen zones with two additional unused zones for something that may come along later. There are four zones that allow for a polarity reversal for operation of trains in the reverse loop situation. If asked about how this might be possible, he observes that these are examples of “freons and neons.” Unbelievable! You can't make this stuff up.

Again, to his credit, he has learned where to look when something acts up or an alarm buzzer sounds off. He confides in the LED indicators on the zone boards and has some knowledge of which zone might be at fault. But after that, he only knows one solution—get on the phone and call someone. I have learned to ask him, as a diagnostic, “What did you do last?” This will usually illicit an, “Oh yeah.” That then prompts him to go back and see what locomotive is sitting across a turnout that has been moved to the opposite direction; or a long train was backed into a closed turnout.

Tom exists on the notion of “what are friends for if you cannot use them up.” What he does not seem to understand is the alarming rate at which this “using up” is occurring on a regular basis. Perhaps again we are enabling him as we tend to zero out the consumption “o” meter every time we go by to visit with him.

As an instructor, I always had this notion that all students were teachable; and over the 17 years of my tenure I always held out this hope and optimism for all who were assigned to me. Now, 15 years plus into retirement, I must alter my thinking on who might be teachable as I'm now pretty convinced that Tom is not.

I've had many students that I suspected didn't have a clue as to how things functioned, but my optimism allowed that they would eventually catch on. Tom does not even suspect there is anything going on with electricity. Thus, I'm fearful that he cannot be moved beyond his present level of understanding.

If you ask him about physics of electricity, he brightens up and becomes very attentive. He willingly speaks of his extensive knowledge of physics as he sees his doctor regularly and gets one every year.

I once asked him if he understood that all electrons were negatively charged and he replied that he was positive that it was the other way around.

He once talked of amps and I was immediately hopeful that we were breaking some new ground. Then he told me that it was an old portable one that he had years before when he traveled with a garage rock band.

I recently asked him if he realized that lightning was electricity and he quickly said yes. Optimism soars! But alas, I was once again thwarted when he asked how the noise had anything to do with electricity as he had not previously heard anything when turning on the light in the kitchen.

I asked him about volts and he told me that he had gone and test driven one, but in the main he did not like Chevrolets.

In a conversation about electrical resistance and Ohm's Law, he responded that he was absolutely not into meditation and Zen.

Even the mention of electrons once prompted a question, “Trons.....Trons.....Didn't that movie come out in the early 1980s?”

It's hopeless. He is hopeless.

So if you have a friend like my friend Tom, just pat him on the head and help him make his trains run. In the end, it's all that makes him happy.

Officers' Reports

From the Engineer's Side of the Cab

Jeff Herrmann, President

To paraphrase one of those “one hit wonder” groups of the early 1980’s... “The Future’s So Bright, We Gotta Wear Shades...”

It certainly has been a strange and unprecedented couple of years. But it appears that the worst of the COVID-19 pandemic disruptions are behind us and the model railroading parts of our lives are beginning to return to what we remember as “normal.” 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 to those who still can’t hug your kids or grandkids like you want. I feel particularly blessed because we have a hobby (and perhaps some new-found time) that can take our minds off serious issues and tinker, create, build, concentrate, research, and enjoy our layout or that totally absorbing project that brings us relaxation and fun!



As inconvenient as it seemed at the time, along the way I think we picked up some pretty valuable new skills by discovering how to use technology to enhance our modeling, communication, and fellowship. I tease a few of my “more senior” modeling friends who are still a bit leery about DCC technology but have fully embraced ZOOM and YouTube clinics and layout tours!

While it wasn’t what any of us wanted, I am grateful that we were able to at least have our PNR 2021 Mini-Convention and Annual Membership Meeting online. A special word of thanks to our PNR team who gave leadership to making the meeting and Mini-Convention on August 14th a great success! I would be remiss if I did not single out Russ Segner, 4th Division Superintendent, who headed up the technology to make our ZOOM meeting work and Tom Waters, 3rd Division Superintendent, who coordinated the clinics and layout tours.

I am excited about our 2022 PNR Convention to be held in Eugene, Oregon, on May 10th through 14th! Plans are coming along well and 1st Division will put on quite an event...in person! Starting this fall, our region will have a renewed emphasis on educational clinics, virtual layout tours, and making the Achievement Program more accessible to a wider part of our membership. You’ll see an expanded use of some of the technology we have picked up along the way.

Congratulations and heartfelt thanks also go out to Jack Hamilton, MMR, who received the 2021 PNR President’s Award and Charlie Hutto of 1st Division who received the NMRA President’s Award for Service to the Division. While they were recognized on-line, we will present these awards “in person” at an appropriate venue as soon as possible.

Finally, as a note of personal update, in the last *Switchlist* I shared some photos of the benchwork and the brown paper templates I am using on my new HO/HOn3 home layout construction. That phase went pretty well and now I have moved on to spline roadbed. This is my first foray into spline and I am really liking it! The curves and transitions look great and it isn’t as messy as I anticipated. I am using 3/8” hardboard cut into 7/8” wide strips. I found a local cabinet maker with a better saw arrangement than I have to cut all the strips for me. He said he “has a soft spot in his heart for model railroaders” but may have changed his mind after all the cutting! So far on this layout, I am still a “lone wolf” modeler, but I am getting serious about actively 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

When I last wrote I spoke of a guarded optimism that we could now (then) see a life beyond the anxieties of COVID. I am even more optimistic now as I am able to be a part of conversations around the region that attest to things waking back up. I hope that you have been able to make yourself part of those activities. Life here in the 3rd Division is certainly stirring about.

Over the last two months, I have been able to work with your region president on how the Achievement Program will move forward and ways that might impact both the divisions and the modelers who wish to be a part of this mechanism for becoming better modelers. That fact has always been the goal of the Achievement Program (although it didn't always look like that). We are working on streamlining paperwork and offering aid from the regional level to both the modeler and the various divisions. More of that is to come as this becomes finalized with your regional board during the coming months. Our great thanks to Jack Hamilton who is turning over the reins of this program in especially good condition as we move forward.



I am still getting my bench time in spite of having learned to fill a day during COVID and am now trying to fit back into the schedule those times when my friends can come out to play.

Most recently, I have completed four flat cars which are committed to hauling logging machinery and four boxcars that will replace some aging equipment. All of these cars are ancient Labelle kits that came out of an estate of a friend whom I had come to know electronically in Florida.



I also built a track cleaning car that uses a felt stick-on pad that is commonly used for chair legs on wooden floors. It has its own motor and decoder using an address that I have set aside for utility purposes. I get it running and let it follow various trains around the room. It is sort of my own invention and seems to work pretty well. I'll let you know more as we move into the fall and come indoors for more operating sessions.



I hope you are finding time for some modeling and getting out to back up the social piece of the hobby with friends.

Until next time...

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/2021%20Budget.pdf>

Office Manager's Report

Ed Liesse

This report to the Members of the Pacific Northwest Region, NMRA, covers the months from July 2020 to July 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 107 members. We did, however, bring in 81 new members during this period, of which 27 were Rail Passes and several were Family members and Student members. Unfortunately, we did lose 24 active members and 13 inactive members to death during this period. Please refer to the list of deceased members on page 5.

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. July 2019 had 3950 names, July 2020 had 4096 names, and July 2021 had 4261 names! Compare those numbers to our active membership numbers in July 2021 with 1432 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 (p.5), you notice the large number of members from Division 5 in March 2021. 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 then they could be removed from that report. Please consider doing this for your division.

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	Jul-20		Aug-20		Sept-20		Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-21		Net +/- over year Jul-Jul
	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	97	3	96	3	94	3	93	2	93	2	92	2	91	2	89	2	87	1	86	1	88	1	87	1	86	1	-11
2	132	1	134	1	133	1	136	2	131	1	127	2	127	2	121	2	120	1	119	1	118	1	120	1	123	1	-9
3	81	3	81	3	77	2	75	2	73	2	73	3	74	1	75	1	74	1	73	1	74	2	74	2	74	2	-7
4	483	10	482	10	476	10	470	9	466	8	458	7	454	8	451	7	448	8	454	9	454	9	452	9	450	8	-33
5	202	2	201	4	205	6	199	5	201	5	200	5	181	5	180	5	196	3	202	5	201	5	202	5	198	4	-4
6	243	4	243	4	243	2	232	2	233	1	235	1	239	0	234	0	234	0	232	0	227	0	220	0	220	0	-23
7	301	1	302	1	300	0	297	1	294	1	282	2	278	2	285	3	288	3	282	3	276	3	275	3	281	2	-20
Tot	1539	24	1539	26	1528	24	1502	23	1491	20	1467	22	1444	20	1435	20	1447	17	1448	20	1438	21	1430	21	1432	18	-107

Table 2. New members showing Rail Pass portion by Division

Div	Jul-20		Aug-20		Sept-20		Oct-20		Nov-20		Dec-20		Jan-21		Feb-21		Mar-21		Apr-21		May-21		Jun-21		Jul-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	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	4	2
2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	2
3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3	2
4	0	0	2	1	3	1	1	0	1	0	2	0	5	2	3	2	2	0	3	1	0	0	2	0	2	0	22	7	
5	0	0	2	2	5	2	0	0	1	0	0	0	1	1	0	0	4	0	8	2	3	1	1	0	3	0	21	8	
6	0	0	0	0	1	0	1	0	2	0	0	0	3	0	1	0	1	0	0	0	2	0	0	0	0	0	9	0	
7	0	0	0	0	1	0	2	1	1	0	1	1	11	3	1	1	2	0	1	0	1	0	0	0	0	0	20	6	
Tot	0	0	4	3	10	3	6	2	5	0	5	3	22	6	5	3	11	2	13	3	8	2	3	0	5	0	81	27	

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

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

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

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

Achievement Program Report

Jack Hamilton, MMR, AP Chair

I anticipate that this will be my final Switchlist report as your Achievement Program Manager for PNR. It has been a great run. I have thoroughly enjoyed my service to you and the hobby and I have learned more that I could have ever imagined. To all of you who have participated, thank you and well done!!! For those who have yet to accept the challenge – time to get started.

Activity level

Because I have done a bit of direct contact work with several of our members (eleven) who are one certificate away for completing MMR requirements, I have learned that the COVID down time was more often dedicated to layouts and “big stuff” than to individual models. That is reflected in the awards earned during the past three months. Now that we are free to be with each other again, it is time to get out of “hermit” mode and go to work on the things we need to get done to complete MMR, earn that next (first?) certificate, or prep the layout for operations and open houses. If your layout has not yet been visited by an Evaluation Team, please schedule a date.

Awards Earned

Max Magliaro MMR #686 Second Division

Max earned his first certificate (Author) in 1997 while a member in Mid-Central Region. He restarted his quest in 2008 after relocating to PNR and has worked diligently over the past number of years to complete the requirements for MMR. In addition to Author, Max has earned certificates for Scenery, Structures, Cars, Motive Power, Electrical, and Civil.

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

No Golden Spike Awards have been issued.

The following members have earned Merit Awards for their work:

Max Magliaro earned Merit Awards for Civil (2)

Warren Smith earned Merit Awards for Cars and Scenery

Larry Sebelley earned Merit Awards for Civil (3)

The following members have earned Achievement Program Certificates:

Max Magliaro—Model Railroad Engineer – Civil

Craig Larsen—Association Volunteer

Errol (Tom) Waters—Model Railroad Author

Richard Kurschner—Model Railroad Author
Larry Sebelley—Model Railroad Engineer – Civil; Electrical
Warren Smith—Master Builder – Scenery

Congratulations to all. Well done!

Job Opening – *I have filed my notice of resignation and retirement. While the actual date I give up the hat may be in question, my 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!



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.

Division Reports

1st Division

Rich Pitter, Superintendent

Although First Division has been inactive since early 2020 because of COVID awareness and safety, the division is conducting its biennial election for Superintendent and Directors as this goes to press, and additionally its PNR Convention committee has been meeting regularly to prepare for the PNR 2022 Convention.

2nd Division

Jeff Shultz, Superintendent

2nd Division is happy to announce that Max Magliaro has completed the requirements for Master Model Railroader, with the NMRA awarding him MMR #686.

The Second Division board has also decided to restart in-person monthly meets in October, with meets taking place on the 3rd Saturday of the month, with some traditionally busy months being skipped. Locations are to be determined, with meets scheduled for October 16th, November 20th, January 15th, February 19th, March 19th, April 16th, May 21st, and June 18th. We're working on getting Zoom support for these events as well.

3rd Division

Tom Waters, Superintendent

Like many of you, the 3rd Division has been really quiet during these past number of months. Social distancing required cancelling in-person meetings. With that said, we have started venturing out for face-to-face gatherings over pizza and stories. One of the things we do during these get-togethers is called "Twenty (20) Pictures." The meeting facility has a big-screen TV hanging on the wall, and we have a cable to connect a laptop computer. You never know what will be presented. Last time, we shared a train-chasing trip in southern Idaho and then a collection of non-railroad-related automobile pictures. Everyone enjoys whatever is presented.

I hope you were able to attend the Region's Mini-Convention and Annual Membership Meeting via Zoom on August 14th. I do hope the clinics and layout tours we scheduled were entertaining and informative.

With that, I again would like to acknowledge and thank all who worked to create the Regional Convention this year:

Stephen Loop – General Chairman

Guy Burnham – Layout Tours

Jack Cunningham – Treasurer

Skip Dautel – Keynote Speaker, Clinics, Advertising/Marketing

Jinks Hunter – Layout Tours

Chris Mesa – Webmaster, Zoom Mentor, Program Moderator

Terry Nelson – Clinics

Sam Parkins – Convention Assistant

Bob Parrish – AP Program

Lori Sebelley – Registrar

Larry Sebelley – Region Convention Chair

Russ Segner – Zoom Mentor

Shelley Shelstad – Zoom Mentor

Joel Slagg – Live Steam Tour, Zoom Mentor

Jerry Thomas – Immediate Past Superintendent, 3rd Division

Rick Uhlenkott – Graphics

Tom Waters – Layout Tours

4th Division

Russ Segner, Superintendent

We continue to have success with our series of virtual clinics. Attendance has been steady and most of our monthly clinics have been doing Zoom sessions every month. Our monthly layout tours and clinics are suspended now through August but will resume in September.

It is anticipated that some of the regional train shows will occur later in 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.

Our Annual Meeting/Spring Meet was held May 22 as a virtual meeting. Our closing speaker was one of our own, Jim Sabol.

5th Division

Bill Fassett, Superintendent

New Officers to Take Charge

This will be my last report as Superintendent for Division 5, and new officers will be taking office on September 1. Peter Armstrong of Lewiston, Idaho, will be the Superintendent. Bill Voogd of Spokane will become Assistant Superintendent, and Dick Smith of Hamilton, Montana, will be the Paymaster. Phil Miller from the Tri-Cities will continue as Chief Clerk. Many thanks go to Tim Bristow for his service as Paymaster and to Peter Armstrong for his service as Assistant Superintendent. I have agreed with Peter to continue to manage the Division 5 website, and will become the Division 5 AP Chair.

Sad News

The Division lost two long-time members this past month: Ken Evers of the Tri-Cities Model Railroad Club and Jim Haley of River City Modelers. We will miss them sorely, and are grateful for their many contributions to the hobby and the Division.

I am sorry also to announce that the Lewis-Clark Model Train Club has lost its lease and is now without a clubhouse. Members will continue to tour with their N-scale module, and are looking for a new home. If anyone is aware of a potential place in the Lewiston-Clarkston Valley, please contact Peter Armstrong.

I greatly enjoyed my time as Superintendent of Division 5 and my sincere thanks go to the many members of the Division who have been involved in support of the NMRA during my tenure.

Train Shows

Train Shows have resumed in the Division. A show was held in Spokane in June. The Missoula Model RR Club will hold their show on September 26, and the River City Modelers have announced that their Fall show will be held in 2021 on October 10.

NP Historical Society Convention

Also of interest to many Division 5 members who also belong to the Northern Pacific Railway Historical Association, the NPRHA will be held in Missoula from September 21 to 24, the same weekend as the Missoula show.

6th Division

Ed Molenkamp, Superintendent

Greetings from the 6th Division. I am hoping to get out and see some of you this fall and into spring as the world seems to be opening up to once again allow this.

There are events posted for the next coming months which is both encouraging and exciting. Once again membership continues to stay steady.

Take care and hope to see you soon!

7th Division

John Martin, Superintendent

We hope you're surviving the heat, the virus, the forest fires, and the smoke. Things have to get better soon, don't they?

In May, the 7th Division staged a very well received "virtual" Railway Modellers Meet of B. C. (RMMBC). If you caught some of it, you'll want to join me in thanking the organizing committee for their excellent work. Some photos and notes can still be seen at <http://railwaymodellermeeetofbc.ca/>, along with the names of the folks who did so much to entertain and enlighten us.

Preliminary planning is underway to host the PNR Convention in 2024, likely in the Lower Mainland of B.C. As well, the Board of Directors is working to improve our "welcome" to new members and to retain existing members. Your faithful servants remain active, even during the summer months.

Finally, this is a good time to thank the dozens of people throughout the PNR who have contributed to the many virtual presentations and forums that have helped sustain our interest in model railroading during the past year and a half. You've enabled us to keep calm and carry on and it has been appreciated.

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 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. Revelstoke, British Columbia. 250-837-5399

FOR SALE: Three Bachmann large scale Fn3 golden age steam geared locomotives (decoder equipped); and several box cars, reefers, gondolas, and caboose. E-mail to Syd Schofield: sydrs@yahoo.com (Seattle area).

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



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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

2021

Aug 28–29, Silverdale, WA

Bremerton Northern Model Railroad Club 2021 Swap Meet. Kitsap Mall, 10315 Silverdale Way NW 10 a.m.–4 p.m.

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 email: trainshow@mmrf.ab.ca

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 9 a.m. and 10 a.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 or contact Rich Easley at 360-431-5790 or Kmann_98632@Yahoo.com.

Sep 18–19, Carstairs, AB

Carstairs 2021—Model Train and Hobby Extravaganza. Carstairs Curling Club, 350 11th Ave (West of CO-OP). Saturday 10 a.m.–5 p.m. Sunday 10 a.m.–4 p.m. Admission: \$5, kids 5 and under free. Info: www.mvmrc.ca/page3.html or email Rick, 1mvmrc@gmail.com, 403-556-8121 (home), 403-507-3314 (cell)

Oct 10 (Sun), Spokane, WA

SPOKANE TRAIN SHOW—Sponsored by the River City Modelers. 9:30 a.m. until 3:30 p.m. at the Spokane County Fair & Expo Center, Ag A, B, and C Buildings, 404 N. Havana St. Admission: \$6; 12 and under FREE. Over 200 tables of railroad-related items for sale—model and toy trains, photographs, books, toy autos and trucks, bridges and buildings. Train memorabilia—old lanterns, signs, china, linen, switch locks and keys and more. There will be several operating train layouts in N, HO, S, and G Scales. A large Free-mo HO layout will be running and Operation Lifesaver will be there too. We anticipate that the WTrak wooden layout for kids to play with will be set up again, too. Free parking! For table rental or general information, contact Shirley Sample: P.O. Box 3065, Spokane, WA 99220; call 509-991-2317, 509-292-8332 or email: shirley@busnws.com

Oct 16 (Sat), Calgary, AB

41st Annual Boomer Auction. Sponsored by South Bank Short Lines Association. St Andrews Presbyterian Church, 703 Heritage Dr. SW, Calgary. Setup and viewing 8:30 a.m., dining car opens 9:30 a.m., auction starts at 10:00 a.m. NOTE: Public events may still be subject to COVID Restrictions. Check our website www.sbsltrains.ca for the latest information. Info: www.sbsltrains.ca

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

2021 Annual Conference, Southern Pacific Historical & Technical Society. Info: 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.

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-  **Division 4:** Western Washington, Alaska
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-  **Division 6:** Alberta, Saskatchewan, Northwest Territories
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