



# NMRA BULLETIN

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**Fund Raising Department Manager — Vacant**  
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## REGION PRESIDENTS

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## HEADQUARTERS

### BIDS FOR THE NMRA 2014 NATIONAL CONVENTION

The NMRA Meetings & Trade Show Department is requesting bids from potential Host Groups for the 2014 NMRA National Convention.

The convention area for 2014 is the central area of North America. The central area is roughly defined as west of a line from the western border of Pennsylvania and the Quebec/Ontario border to states and provinces east of the Rocky Mountains.

If a group desires to host the NMRA National Convention, a letter of intent must be sent to the Meeting & Trade Show Department no later than January 1, 2010.

If interested in hosting the NMRA National Convention, please contact Henry Jordan 301-598-0175 (E-mail conv@hq.nmra.org) for additional information.

### ADDRESS CHANGE? BACK ISSUES OR REPLACEMENT ISSUES OF SCALE RAILS?

Members needing to make address changes, request back issues, or replacement issues of *SCALE RAILS* should contact the staff at the national headquarters in Chattanooga, Tennessee, at (423) 892-2846 or by email at nmrahq@aol.com.

## ACHIEVEMENT PROGRAM

### NMRA AP CERTIFICATE REPORT

\*Indicates first Certificate of Achievement

\*\*Indicates earned all 11 Certificates

#### JULY 2009 GOLDEN SPIKE Lone Star Region

Steven Barkley, Beaumont, Texas  
Mickey Taylor, Bridge City, Texas

#### Niagra Frontier Region

Gordon McIntyre, London, Ontario

#### Rocky Mountain Region

John Ruhr, Cedar City, Utah

#### Southeastern Region

William Blinn, Niceville, Florida  
Daniel Hayden, Pace, Florida  
Jerry Roberts, Cantonment, Florida

#### MASTER BUILDER — MOTIVE POWER

##### Mid-Continent Region

Brad Slone, Dixon, Missouri

##### Sunshine Region

William Boyle, Tallahassee, Florida

#### MASTER BUILDER — CARS

##### Northeastern Region

Paul Allard, Milton, Vermont

#### MASTER BUILDER — STRUCTURES

##### Mid-Continent Region

Peter Jaynes, Cedar Rapids, Iowa

##### Mid-Eastern Region

Chuck Davis, Norfolk, Virginia

##### Pacific Southwest Region

David Irick, Glendale, Arizona

##### Southeastern Region

Howard Goodwin, Neworth, Georgia

Danny Head\*, Guntersville, Alabama  
Peter Youngblood, Kennesaw, Georgia

#### MASTER BUILDER - SCENERY

##### Lone Star Region

Fred Holland, College Station, Texas

##### Mid-Continent Region

Peter Jaynes, Cedar Rapids, Iowa

##### Pacific Southwest Region

Donald Ham\*, Escondido, California

##### Southeastern Region

Peter Youngblood, Kennesaw, Georgia

#### MASTER BUILDER - PROTOTYPE MODELS

##### Mid-Central Region

Bob Fink\*\*, MMR, Waynesville, Ohio

##### Southeastern Region

Peter Youngblood, Kennesaw, Georgia

#### MODEL RAILROAD ENGINEER — CIVIL

##### Mid-Eastern Region

Brian Sheron, Poolesville, Maryland

##### Southeastern Region

Joseph Norris, Bakersville, North Carolina

#### MODEL RAILROAD ENGINEER — ELECTRICAL

##### Lone Star Region

Fred Holland\*, College Station, Texas

##### Rocky Mountain Region

Jerald Hansz, Colorado Springs, Colorado

##### Southeastern Region

Peter Youngblood, Kennesaw, Georgia

### CHIEF DISPATCHER

#### Mid-Continent Region

Peter Jaynes, Cedar Rapids, Iowa

#### Midwest Region

M. David Johnson\*, Glenview, Illinois

#### Sunshine Region

Richard Dobler, Lake Wales, Florida

### ASSOCIATION OFFICIAL

#### Mid-Continent Region

Edward Bommer, Okmulgee, Oklahoma  
Barry Quensel\*, Lawton, Oklahoma

#### Midwest Region

Bob Lehnen, Indianapolis, Indiana  
David Poquette, Whitefish Bay, Wisconsin

#### Pacific Northwest Region

Anthony Lee, Lethbridge, Alberta  
Steve Prevette, Graniteville, South Carolina

### ASSOCIATION VOLUNTEER

#### Mid-Continent Region

James Dimatteo\*, Branson, Missouri

#### Mid-Eastern Region

Chuck Davis, Norfolk, Virginia  
Patrick McTeigue\*, Warmnster, Pennsylvania

#### Pacific Northwest Region

Anthony Lee, Lethbridge, Alberta

#### Pacific Southwest Region

John King\*, 29 Palms, California

#### Southeastern Region

Glen Hall, Pensacola, Florida

2009 NMRA National Convention Dates and National Train Show Reservations:

Hartford, Connecticut • July 5 – 11, 2009 • Info: • <http://www.HN2009.org>

Train Show Booth Reservations—Debbie Draper, HLM, Registrar • 10837 N. 34th Place, Phoenix, AZ 85028-3310 • (602) 569-9072 • [natlrainshow@aol.com](mailto:natlrainshow@aol.com)

2010—Milwaukee, WI • 2011—Sacramento, CA • 2012—Grand Rapids, MI • 2013—Atlanta, GA

#### MODEL RAILROAD AUTHOR

##### Mid-Continent Region

Peter Jaynes, Cedar Rapids, Iowa  
Brad Slone, Dixon, Missouri

##### Mid-Central Region

David Decker\*, Dayton, Ohio  
William DeFoe, Pittsburgh, Pennsylvania

##### Northeastern Region

Bruce DeYoung, West Milford, New Jersey

##### Region

James Fuhrman\*, Gaden Grove, California  
Chuck Nauman, Las Vegas, Nevada

##### Southeastern Region

Charlie Crawford, Marietta, Georgia  
Robert Wheeler\*, Suwanee, Georgia  
Peter Youngblood\*, Kennesaw, Georgia

#### IRVING JOHNSON EARNS MMR 420

I was born in Chicago, but we moved to southwestern Michigan before I was a year old. This is where I grew up. As with so many of us, my interest in railroads started at a very young age. My father had an Ives electric train that was set up under the Christmas tree every year (three rail large gauge). I was young enough to hardly remember much else, except the smell of that electric motor. There wasn't much else to remember about Christmas in the mid-1930s.

As my brother and I got older, we played with this train some, but it never ran well, so we spent limited time with it. When I was around six years old (1938-1939), my mother sent a picture of my brother and me to a radio station in Chicago. Joe Kelley had a kids' program on WLS. He was known as "Jolly Joe."

The picture was entered into a contest of some sort involving pets. We were pictured with a couple of our little kid goats. Anyway, we ended up winning a prize. The prize was an O gauge wind-up model of the Union Pacific M-10,000 train. We played with that "Jolly Joe" train for years as well as a wind-up Milwaukee Road "Hiawatha" train.

Later, we had some Lionel and Marx electric trains and what seemed like miles of track that we would occasionally set up all around the dining room floor. As a junior high kid, I went to Chicago several times with my Dad to attend hobby shows in the old Coliseum. By then my Dad had opened

#### MMR EARNED



a small hobby shop. I never forget how the large O gauge Baltimore & Ohio layout made an impression on me.

I became interested in the new H.P. Products TT gauge trains. I bought an 0-6-0 engine, some car kits, and started a small layout. This lasted on and off through high school and college. After college, I switched to HO gauge. My railroading activities suffered some, as I embarked on a new teaching career, but I managed to start several small layouts and build some models as I moved to a couple of different locations in Michigan. In 1965, I moved to Durango, Colorado. Of course, you can guess what happened then. I became interested in narrow gauge.

Besides scratchbuilding a lot of narrow gauge equipment, much of my old TT rolling stock was converted to HOn3. This worked surprisingly well.

I now live in Divide, Colorado, just west of Colorado Springs. I built my present home around the planned layout room, and am still working on both. Having spent my years as a music teacher, a logger, campground manager, machinist, among other short-term jobs, I still found time to build models. Scratchbuilding, when I have time, is still one of my main interests.

I joined the NMRA in 1962, and had my first convention experience (NCR) in Flint, Michigan, in May 1963. It was there that I won my first award, having entered a couple of cars in the contest. I was a member for about 10 years, attending conventions in Denver and Alamosa. Then I had to drop out for a few years. I rejoined the NMRA, and have been a member for the last 31 years.

My 4x8 layout was one of the displays at the National Convention in Denver in 1977. I also participated in the Denver National Convention in 1991 and several Rocky Mountain Region conventions as contest judge and as a volunteer.

Besides improving my modeling skills, I have met and cultivated friendships with many wonderful people through my NMRA, Rocky Mountain Region, and Pikes Peak Division activities. Working on the achievement program has been an outgrowth of what I enjoy doing anyway. I would recommend anyone who enjoys building models to become interested in and active in this program.

*Irving has earned the following certificates: Master Builder-Cars, Master Builder-Structures, Master Builder-Scenery, Model Railroad Engineer-Civil, Model Railroad Engineer-Electrical, Chief Dispatcher, and Association Volunteer.*

## DIVISION SUPERS!

NMRA HQ has brochures & materials you can use to solicit new members. Email Jenny at [nmrahq@aol.com](mailto:nmrahq@aol.com) or call 423-892-2846 and ask for a "New Member Info Pack."

## In Memoriam

LEROY O. KING, JR.  
1921 - 2009

LeRoy O. King, Jr., one of the country's leading authorities on electric railways, passed away in Dallas on August 13, 2009, at the age of 87.

King was born in Georgetown in the District of Columbia September 29, 1921 into a family lineage which preceded the American Revolution. Educated at The Sidwell Friends' School, he met his future wife while he was in the eleventh grade. After graduation from Lehigh University in Bethlehem, Pennsylvania, he entered Midshipmen's School at Notre Dame where he was commissioned ensign in the United States Navy Reserve. King married his high school sweetheart in 1943 prior to shipping out for the South Pacific where he served for the duration of World War II. He remained in the reserves after the war, retiring as a lieutenant in 1955.

King spent his professional career in the casualty insurance business first in California and then in Dallas, Texas where the family moved in 1961. He retired in 1986.

His father, LeRoy O. King, Sr., influenced his son in the study of streetcars and electric railroads. Together the two men photographed and documented electric railways across the country and especially the District of Columbia. It was from this jointly collected material that the younger King wrote his first book, "100 Years of Capital Traction" which became a landmark reference on streetcars of the nation's capital, recently being included in a list of "50 Essential Washington DC History Books" by the DC Public Library, Washingtoniana Division, and the DC Center for the Book.

King also edited and published two books on Washington area interurban systems "Every Hour on the Hour" and "Old Dominion Trolley Too." He edited "Texas Electric Railway" for the Central Electric Railfans' Association (CERA) and contributed photographs, information and other resources to many CERA publications over his long association with that organization.

His encyclopedic knowledge of street railways was put to use in three full-color books published by Morning Sun Books wherein he edited the pictures and wrote the detailed captions.

King was a life member of the United States Naval Institute and a 50-Year member of the National Model Railroad Association (NMRA). He wrote the original NMRA standards pertaining to electric railways. King enjoyed model railroading and assembled an HO scale layout with fully operational, scratchbuilt overhead based on his boyhood home in Georgetown.

Because of his vast knowledge of streetcars, interurbans and main-line electric trains, King's advice, counsel and assistance was sought from enthusiasts and researchers all over the world. There was never a call asking for his help with a project nor a search for an answer to some long forgotten trolley tidbit to



Above: LeRoy King stands over the conduit of a section of Capital Transit streetcar line on 'O' Street at Potomac NW in Georgetown, D.C., on May 30, 1998. — Jay Miller photo

which he did not graciously and eagerly respond. He presented papers and talks at NMRA and CERA meetings and for nearly 30 years hosted a monthly slide-show gathering at his Dallas home for local traction fans and friends.

He was also active in many other railroad history organizations including the Railway and Locomotive Historical Society, the National Railway Historical Society and the Seashore Trolley Museum.

King was laid to rest with full military honors in the Dallas - Fort Worth National Cemetery. He is survived by his wife of nearly 66 years and one son.

Memorials may be made in his name to The Shore Line Interurban Historical Society, P.O. Box 425, Lake Forest, IL 60045.