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2011 NMRA National Convention Dates and National Train Show Reservations:

2011—Sacramento, CA July 3-9, 2011 www.x2011west.org
Train Show Booth Reservations—Debbie Draper, HLM, Registrar • 10837 N. 34th Place, Phoenix, AZ 85028-3310 • (602) 569-9072 • natltrainshow@aol.com
• 2012—Grand Rapids, MI • 2013—Atlanta, GA • 2014—Cleveland, OH

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement

NOVEMBER 2010

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Karl Lester, College Station, Texas

Mid-Eastern Region

Neal Anderson, Statesville, North Carolina

MASTER BUILDER — STRUCTURES

Lone Star Region

Joe Batson, Ft. Worth, Texas

MASTER BUILDER — SCENERY

Lone Star Region

Joe Batson, Ft. Worth, Texas

MASTER BUILDER — PROTOTYPE MODELS

Lone Star Region

Joe Batson, Ft. Worth, Texas

MODEL RAILROAD ENGINEER — CIVIL

Lone Star Region

Joe Batson, Ft. Worth, Texas

Fred Holland, College Station, Texas

MODEL RAILROAD ENGINEER — ELECTRICAL

Lone Star Region

Joe Batson, Ft. Worth, Texas

Mid-Continent Region

Murray Bouschlicher, Iowa City, Iowa

CHIEF DISPATCHER

Lone Star Region

Joe Batson, Ft. Worth, Texas

Mid-Continent Region

Murray Bouschlicher, Iowa City, Iowa

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Steve Salotti, Collegetown, PA, USA, MER 963

MMR GROUP: All MMRs are invited to work with other MMRs by contacting Rick Shoup, MMR, at ricshoup@verizon.net.

If you have questions about the AP program or requirements, start with your local or Region AP manager. If you still have questions, contact Frank Koch at fjkoch@hotmail.com. If you prefer to write, contact Frank at 4769 Silverwood Dr., Batavia, OH 45103.



MMR EARNED



RICH DOBLER EARNS MMR #441

Like many others before me, my love of trains started with a Lionel oval around the Christmas tree at age five. The engine, which I still have, ran wide open no matter what the throttle setting. My dad went to the plumbing supply house

where he worked, brought home a chunk of lead, and installed it in the tender to slow the train down. Sunday afternoon drives in the car were always along railroad tracks, and we were mystified at how my dad always knew when there would be a train and which

direction it would be moving. My brother, Steve, was and still is a big influence in my model railroading life. Being older, his paper route money went into Lionel equipment and we had a train table in our bedroom filled with as much track as we could fit on it. It is a wonder that I am still alive after Steve discovered that I had put the hamster in a stock car and that it had done its business all over the layout.

After college, marriage, time in the Marine Corps, and starting a family, I joined the Ridge Model Railroad Club around 1980 and found an outstanding group of modelers who taught me about the hobby and the NMRA. The late Ray Girouard, MMR, John Wilkes, Bob Miller, Harry Anderson, and others got me started in HO modules. We took the club modular layout to Birmingham, Alabama, in 1988 and to Atlanta, Georgia, in 1995 and were awarded first place at both conventions. Ray, John, Bob, Harry, and I were fortunate to be involved with the HO layout at Florida Cypress Gardens and, under their watchful eyes and patient guidance, were able to acquire and develop some modeling skills

while creating and maintaining that model railroad. The Ridge Club also had a group who were involved in 7½-inch gauge model railroading, and after a brief visit to the live steam layout in Auburndale and then to the layout in Lakeland, I was hooked on large scale model railroading. T.J. Bissett, Foster Bond, Bruce Elder, Bill Koster, Bill Hays, and many others taught me another whole set of skills necessary to build and maintain 7½-inch live steam equipment and track. I obtained a coal-fired steam engine and am slowly learning machining skills needed to maintain and build the live steam equipment.

One of the great experiences in the hobby is participating in an operating session at Bill Hays' 7½-inch gauge track in the woods, at night. You get a train crew consisting of an engineer, conductor, and brakeman, a train with an 800-pound engine, car cards and waybills, and away you go through 10 acres of woods trying to figure out where you are on the layout so your crew can complete its work while keeping the main clear for the passenger train that actually runs its schedule on time.

Through the encouragement of the late Ray Girouard, I earned the Golden

Spike, Volunteer, and Scenery Achievement Certificates some time ago. Then, believing that MMR was beyond my reach, I got involved in the hobby through building an N scale layout, a couple of HO layouts, an O scale Lionel layout, and participating in building the Ridge Live Steamers 7½-inch gauge railroad on 15 acres of land. I also am active in a couple of model railroad organizations and have held offices and served on boards in some of the groups. One of my favorite projects is helping whole troops of Scouts earn their Boy Scout Railroading Merit Badges. Our approach has been to get the HO clubs and the Live Steamers together, have the troop camp out at the live steam layout, and rotate the Scouts around some teaching stations to complete the requirements for the badge. Over the past 20 years, we have helped almost 600 Scouts complete the merit badge.

Seeing John Wilkes earn MMR and admiring the beautiful work that he does, I had pretty much dismissed the idea of continuing the Achievement Program. After a cancer operation and during treatment, T. J. Bissett suggested that he and I start work on some of the Achievement certificates. With the encouragement of John Wilkes and T.J.,

I dug into the requirements and found out that I had already done much of the work. I just had not done the documentation, so I made a plan, gathered information, and got busy. I earned Electrical next and then most of the requirements for Chief Dispatcher, all of Motive Power, Civil, and Cars were done in 7½-inch gauge.

I want to thank my wife, Nancy, for putting up with the nonsense and also thank MMR John Wilkes, Tom Wilson, and Harry Anderson for their encouragement during judging. MMR Dennis Little, the Sunshine Region Achievement Program Chairman was very helpful with answers to questions and paperwork. The Achievement Program has been a very doable challenge, and my modeling skills have been stretched and strengthened during the MMR process. Several of my first attempts were not successful, but with encouragement and patience, I soon learned that second and third tries are worth the effort and that modeling skills increase with each effort. As it has been said, "Each time you fall, you pick up something." 📖

Rich earned the following certificates: Motive Power, Cars, Scenery, Civil, Electrical, Chief Dispatcher, and Volunteer.

MMR EARNED



JOHN BROWN EARNS MMR #449

I feel honored to be added to the list of Master Model Railroaders in the National Model Railroad Association. Like many before me, it was a Lionel train set under the Christmas tree when I was five years old that got me started in model railroading.

I was lucky growing up in Toronto, Ontario. On many Sundays, my dad would take me to downtown Toronto, parking along Front Street so I could watch the yard crews switching the large Toronto Yard as well as the arriving and departing Canadian National and Canadian Pacific passenger trains.

My late uncle, Herbert Carey, had an HO scale layout in the basement, and I was always amazed at how much of a layout he had compared to my Lionel layout. His room was half the size of mine yet had more trackage. Sleepovers and

family visits always meant time downstairs with my uncle's railroad. He was also good at making rolling stock for my layout, and that usually arrived on Christmas Day.

It was my uncle that introduced me to the NMRA with a subscription when I was a teenager. I was also taken to two NMRA National Conventions and a NFR convention during my early teen years.

It was at the Philadelphia, Pennsylvania, (I think the 1960 NMRA Convention) that I came home with a brass HO scale Red Ball model 4-6-0 Casey Jones that was what made me sell all my Lionel and start into HO scale.

Married and living in an apartment, I was unable to build a layout, so I joined the Delaware & Rutland Model Railroad Club. I left the D&R after a few years and joined the Lakeshore Model Railroaders Association in the late 1960s. The LMRA was a 100% NMRA club and had no layout but met in an ex-CNR Doodlebug coach in Mimico, Ontario. The LMRA had clinics, home and layout visits and I soon was introduced to the AP awards program and the prestige of being a Master Model Railroader. With no room for a layout in the apartment, I started scratchbuilding rolling stock. The late Dave Roberts was head of the NFR Contest Committee and under his prodding I received my first of two Merit Awards in Car Building.

The LMRA back in the early 1970s started a youth program and, if I remember correctly, we had 12 youngsters from 10 to 15. It only ran for one year for reasons lost to

time. I volunteered to help with this Saturday morning club and we had the boys build a wood kit boxcar and I am pleased to say that one of the young lads, Richard McQuade, is still in model railroading giving clinics and participating in the NMRA-NFR today.

I must say when I moved out of Toronto north to Waubaushene in 1977 and built my present home I fell into a lapse and thought it was impossible to attain any of the AP Awards.

My first layout was in the basement where I modeled the Canadian Pacific Railway. In the early 1990s, I put a 20x26-foot room over the garage and started modeling the Chesapeake & Ohio Railroad with a West Virginia coal mine theme. I run an operating session once a month for three to four hours, running 22 or more trains with 12 fellows, using a dispatcher and car cards.

In the 2000s at the urging of Burt Reynolds, I started attending what the Niagara Frontier Region call their Craftsman Corner where the NFR members come to train shows and work on kits, scratchbuilding, or anything they care to bring, all in the name of showing the public what model railroading is all about, promoting the hobby, the NFR, and the NMRA.

If you have been to the November Trainfest in Milwaukee the past couple of years, you will have noticed the NFR group showing their stuff and going home hoarse from talking all weekend. What an easy and great way to sit for a day or two and work on a project and get AP Awards toward car building, structure building, as well as getting volunteer points. Feel free to email the NFR Richard Hatton at ricks.workshop@sympatico.ca and learn how to get a Craftsman Corner at your show.

It wasn't until 1999 that I was told that I had enough points to qualify for some of the AP Awards. Once I had the ones I had previously thought were unattainable; it was then that I decided to go all out and become a Master Model Railroader.

I also am a member of the Chesapeake & Ohio Historical Society and the North American Rail Car Owners Association and come spring, summer, and fall I am on the rails with fellow owners enjoying the 12-inch to the foot railroad, with my Blue Fairmont MT19, another great bunch of fellows.

I must give credit to Peter Nesbitt, who is the AP chairman for the NFR and who usually travels quite a distance to inspect layouts for awards.

Being in the NMRA has introduced me to many modelers, and have I been pleased to operate on their layouts in various parts of the USA and Canada.

My greatest pleasure was hosting an Operating SIG group on my layout and having the opportunity to open my house for the Toronto NMRA Convention in 2003.

Like many MMR's before me, I can attest to the fact that gaining the AP awards and becoming a MMR is within everyone's reach.

I thank my wife, Marilyn, and my son, Ian, for their support in my hobby. 📧

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