

# NMRA BULLETIN

## Changed your address or other membership information?

Notify headquarters by email: [nmrahq@aol.com](mailto:nmrahq@aol.com)  
by phone: 423-892-2846 (9am – 4:30pm, ET)  
or by mail to the address listed under “Administration Department Manager” below.

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# NOTICE OF 2012 ELECTIONS

The following NMRA Officers and Board of Directors positions are open for election in 2012:

1. President;
2. Vice-President,
3. Eastern District Director,
4. Pacific District Director, and
5. At-Large North America Director

Please check Article III, paragraph 12, of the NMRA Executive Handbook, EHB, located at [http://www.nmra.org/national/organization/nmra\\_organization.html](http://www.nmra.org/national/organization/nmra_organization.html) for the extent of the districts affected. Qualifications for candidates are listed in the EHB.

All submissions of candidates' names for consideration by the Nominations Committee shall be submitted to Didrik Voss, Chairman of the Nominations Committee, [davoss@pvmtengr.com](mailto:davoss@pvmtengr.com), no later than June 15th, 2011.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the Nominations Committee. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the Secretary NMRA no later than July 31, 2011.

## ACHIEVEMENT PROGRAM

### NMRA AP CERTIFICATE REPORT

\*Indicates first Certificate of Achievement

**DECEMBER 2010**

**GOLDEN SPIKE**

#### Mid-Central Region

Wil Davis, Dayton, Ohio

#### Mid-Eastern Region

Nelson Clarke, Virginia Beach, Virginia  
Roy Hoffman, Orrstown, Pennsylvania  
Stephen Wood, Durham, North Carolina

#### Midwest Region

Paul Wussow, Glen Ellyn, Illinois

#### Pacific Northwest Region

Ted Alexis, Victoria, British Columbia  
James Byerley, Bremerton, Washington  
Bill Kleinert, Lewiston, Idaho  
Mike McGee, Juliaetta, Idaho  
James Rusnak, Winston, Oregon  
Gordon Shrimpton, Victoria, British Columbia

#### Pacific Southwest Region

Ray Inbody, San Diego, California

#### Southeastern Region

Alan Mole, Duluth, Georgia

### MASTER BUILDER — MOTIVE POWER

#### Pacific Southwest Region

Don Ham, Escondido, California

### MASTER BUILDER — CARS

#### Pacific Northwest Region

Bob Parrish, Boise, Idaho

### MASTER BUILDER — STRUCTURES

#### Mid-Continent Region

Larry Diehl, Shawnee, Kansas  
Robert Spurgat, St. Joseph, Missouri

#### Pacific Northwest Region

David Faussett, Tacoma, Washington  
William Messecar, Covington, Washington

#### Sunshine Region

Jon Lash, Lake City, Florida

#### Thousand Lakes Region

Alan Saatkamp, Harrisburg, South Dakota

### MASTER BUILDER — SCENERY

#### Mid-Continent Region

Robert Spurgat, St. Joseph, Missouri

#### Pacific Northwest Region

Glenn Edmison, Bend, Oregon  
Dale Kreutzer, Port Orchard, Washington  
William Messecar, Covington, Washington

#### Pacific Southwest Region

Lawrence Dewsnup, Las Vegas, Nevada

#### Sunshine Region

Jon Lash, Lake City, Florida

### MASTER BUILDER — PROTOTYPE MODELS

#### Pacific Northwest Region

Glenn Edmison, Bend, Oregon  
Dale Kreutzer, Port Orchard, Washington

### MODEL RAILROAD ENGINEER — CIVIL

#### Mid-Continent Region

Robert Spurgat, St. Joseph, Missouri

#### Niagara Frontier Region

Raymond Howard, Geneva, New York

#### Pacific Northwest Region

Glenn Edmison, Bend, Oregon

#### Pacific Southwest Region

Gordon Miller, San Diego, California

### MODEL RAILROAD ENGINEER — ELECTRICAL

#### Mid-Continent Region

Robert Spurgat, St. Joseph, Missouri

#### Pacific Northwest Region

Glenn Edmison, Bend, Oregon  
Gary Hazell, Tappen, British Columbia

#### Pacific Southwest Region

Lawrence Dewsnup, Las Vegas, Nevada

#### Pacific Southwest Region

Gordon Geiger, Tucson, Arizona

### CHIEF DISPATCHER

#### Mid-Continent Region

Robert Spurgat, St. Joseph, Missouri

#### Mid-Central Region

Tom Brueggeman, Cincinnati, Ohio

#### Mid-Eastern Region

Gary Brown, Virginia Beach, Virginia  
H. John Cryderman, Chesapeake, Virginia  
William Miller, Chesapeake, Virginia  
Stephen Wood, Durham, North Carolina

#### Pacific Northwest Region

Jack Tingstad, Coupeville, Washington

#### Pacific Southwest Region

David Deuane, Las Vegas, Nevada  
Lawrence Dewsnup, Las Vegas, Nevada

Richard Fulkerson, Las Vegas, Nevada  
Edwin Hall, Henderson, Nevada  
William Jacobs, Las Vegas, Nevada  
Ronald Jenkins, Henderson, Nevada  
Gary Wilson, Henderson, Nevada

#### ASSOCIATION OFFICIAL

##### Pacific Northwest Region

Gary Hazell, Tappen, British Columbia  
Walt Huston, Tacoma, Washington

##### Thousand Lakes Region

Dennis Rietze, Winnipeg, Manitoba

#### ASSOCIATION VOLUNTEER

##### Pacific Northwest Region

Gary Brown, Virginia Beach, Virginia

##### Mid-Eastern Region

Jack Dziadul, Sanford, North Carolina

##### Midwest Region

James Landwehr, Arlington Heights, Illinois  
Harry Sorenson, Huntley, Illinois  
Louis Venema, Rockville, Indiana

##### Northeastern Region

Ciro Compagno, Staten Island, New York

##### Pacific Northwest Region

Brian Clogg, Surrey, British Columbia  
Gary Hazell, Tappen, British Columbia  
William Messecar, Covington, Washington  
Robert Staples, Bonney Lake, Washington

##### Pacific Southwest Region

Keith McMillen, Las Vegas, Nevada

#### MODEL RAILROAD AUTHOR

##### Mid-Eastern Region

Thomas Griffiths, Howell, New Jersey

##### Midwest Region

Roger Blocks, Three Lakes, Wisconsin

##### Pacific Northwest Region

William Messecar, Covington, Washington  
Bob Parrish, Boise, Idaho

MMR GROUP: All MMRs are invited to work with other MMRs by contacting Rick Shoup, MMR, at [ricshoup@verizon.net](mailto: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](mailto:fjkoch@hotmail.com). If you prefer to write, contact Frank at 4769 Silverwood Dr., Batavia, OH 45103.

## MMR EARNED



ROGER NULTON EARNS MMR#445

While visiting Jack Burgess' superb Yosemite Valley Railroad a couple years back, I was mentioning to Jack how informative his articles about the NMRA's Achievement Program in the Pacific Coast Region's *Branch Line* magazine are. My wife Jami overheard the conversation. First, you must know that Jami had a career in teaching and was extremely successful in motivating students to achieve and to aspire for recognition of their accomplishments. Once she learned about the program, you can guess what direction my modeling took!

In order to expose other modelers to the size advantages of my chosen scale, S, I had already entered several NMRA contests over the years, and my models had received a few Merit Awards. Once I looked into the AP requirements further, I realized that I may have already qualified for several other awards. Since I was building my third layout, I made sure that the track, scenery and electrical work would meet the criteria for their respective certificates. I'm glad that I did, because I enjoyed building to a higher standard, especially the track, something I may not have done if not for the incentive of the AP.

When the Pacific Northwest Region was holding its convention in my area last year, I decided that my layout might have enough work completed to entertain some visitors. So I applied for a "Golden Spike" award to get an objective opinion and to, as I hoped, give the layout some credibility. Our PNR Achievement Program chair, Jack Hamilton, assigned the task of judging to Walt Huston (now our region's

president). Walt was able to award me the "Golden Spike", and suggested that I might qualify for some AP certificates. Soon both Walt and Jack came over to view the layout. These guys were great! In one day, they helped me with the documentation for seven certificates. I was fortunate in that the seven were in the right categories to qualify me for the MMR award!

Like many others, I was introduced to trains at an early age by my father. He traded in the standard

gauge American Flyer set that his father had given him for some American Flyer S gauge when I was four. We put up the trains every Christmas, adding new equipment that he acquired and leaving it up longer every year, even beginning a conventional layout, which was eventually torn down because of a move. When I approached adolescence, I began to take the lead in the hobby with his encouragement. I wanted my trains to appear more realistic, as I was inspired by the photos and articles in the model railroad press, so I began to paint, weather and kit bash the Flyer cars and my Plasticville buildings. I also built "craftsman" wood kits by Ambroid and Kinsman, just about all that we could find in S scale in those days, and to scratchbuild structures. With so little available in S, I considered switching to HO scale, and built a small Civil War period layout in that scale, but couldn't accept the sacrifices in reliability and detail. I had always been a model builder, building planes, automobiles, ships and military models, and even a large 54mm Civil War battlefield: my first layout. Once I started driving and dating though, the trains languished. You know the rest!

When I got back into modeling in the late '80s, I picked up where my father and I had left off: I dug out my extensive collection of American Flyer trains and built a layout on open grid bench work with grades, plaster scenery and other contemporary methods, but I became frustrated with the performance and the appearance of the 1950's era tinplate trains and track. I started attending meetings of the San Diego Sn3 Fellowship and some National Association of S Gaugers conventions, as

well as local NMRA events. I liked the scale modeling that I saw, and the modelers that I met, such as Gale Irwin, Bob Werre, and Mel Medhurst, were most encouraging. I rebuilt my layout with Code 125 rail and closed frog switches, so that I could run both tinplate and scale. My exposure to scale S products at the conventions doomed the tinplate, however, and I eventually sold most of it.

Now that there is so much available in S scale, one can have a complete freelance layout without scratchbuilding anything. This allows more time for the layout itself, as well as for building the numerous kits on the market. The web provides access to most products available today ([www.nasg.org](http://www.nasg.org)). S scale's size allows for better use of new technologies, such as sound and DCC. After a move, I built a second layout with a high rail track mainline and scale (code 100) sidings and branches, using the Chicago, Indianapolis and Louisville (the Monon) railroad as a prototype. That one was demolished when we moved to retire in Washington State.

Currently, I am building an all scale Monon layout in the basement of our retirement home in Tacoma. It's nearly 1,200 square feet and represents the 4th Subdivision of the railroad, between Lafayette and Bloomington, Indiana. While my main interest has been running detailed prototypical trains through realistic scenes, I want this layout to eventually provide an opportunity to operate using Monon schedules and consists. Fortunately, I was able to enlist Jerry Porter, an experienced layout designer and operator, to help me design a track plan that would be suitable.

While most of my knowledge about the hobby came from magazine articles, clinics and layout visits, I also belong to the Monon Railroad Historical Society, where I get a wealth of information and inspiration. What a great group: They even have an e-mail list where members exchange photos and answer questions! Jami and I have attended several of their annual conventions, which are a lot of fun. I chose the Monon as a prototype while I was living in San Diego, oddly enough. When I first got back into building a layout, I decided that prototype modeling suited me best, since I had an interest in history and in period architecture. So I did some research and discovered the Monon. I liked the settings the railroad traversed, and my family was mostly from the Hoosier State. My mother was born in Lafayette, the main division

point on the railroad, and I graduated from Indiana University in Bloomington, another division point. The Monon has the perfect combination of nostalgia for my home state, a unique railroad to model and a practical size to build in S scale, incorporating some of its distinct features. I've grown to appreciate the rich character and history of this railroad that existed solely within the borders of the Hoosier State. I've had lots of fun trying to recreate it over the past several years. Monon modeling in S scale provides plentiful opportunities to scratch build and kit bash cars and structures!

By earning the various AP awards, and finally, MMR status, I have gained more confidence in my abilities and the desire to try increasingly more difficult projects. Further, I am more willing to share my models and techniques with accomplished modelers. I have learned so much from all the people who have contributed their articles and photos to the magazines, conducted clinics, displayed their layouts and entered contests. I also am grateful to my modeling buddies who have encouraged and taught me through the years. Among them are S scalers Tony Perles, Ernie Horr, and Bob Jackson, who moved me to continue my switch from tinplate to scale modeling in the earlier days. Pete Lagus visited my San Diego layouts on a regular basis and his compliments and interest inspired me to build more. Michael Elkin motivated me to produce detailed and weathered models and to enter them in contests. Dick Karnes helped me to get my first modeling article published, and set an example of using standards to build reliable track through both his articles on the subject and his work on my layout. Bob Christopherson nudged me to convert to DCC, both to improve the realism of my locos and to facilitate more realistic operation. Operating sessions on Brooks Stover's stunning S scale layout have boosted my interest in that aspect of the hobby. Most of all, my wife Jami's unflagging support keeps me steady on task. She is my business manager, artistic consultant, social director, cheerleader, interior decorator, tie painter, and tree maker, all in one cheerful package!

*Roger has earned the following Certificates Model Railroad Engineer—Civil; Master Builder—Prototype Models; Model Railroad Engineer—Electrical; Master Builder—Structures; Master Builder—Cars; Master Builder—Scenery; and Model Railroad Author.* 🏆