

NMRA BULLETIN

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**Have you changed your address or
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2018 NMRA National Convention Dates and National Train Show Reservations:
2018—Kansas City, MO • August 5–12, 2018 • <http://kc2018.org>

Train Show Booth Reservations—Jenny Hendricks Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • ntsreg@nmra.org

• 2019—Salt Lake City, UT • 2020—St. Louis, MO • 2021—Santa Clara, CA

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

FEBRUARY 2018

GOLDEN SPIKE

Mid-Central Region

Ray Cobbett, New Bethlehem, Pennsylvania

Midwest Region

James Hueble, Brookfield, Illinois

Brian Wussow, Oswego, Illinois

Northeastern Region

Kenneth Belovarac, Quincy, Massachusetts

Arthur Ellis, Bedford, Massachusetts

James Kerkam, Duxbury, Massachusetts

Ronald Stacy, Rochester, New York

Sunshine Region

Robert Bamford, Floral City, Florida

James Robertson, Lecanto, Florida

Carl Smeigh, Wesley Chapel, Florida

MASTER BUILDER - MOTIVE POWER

Mid-Eastern Region

Jerry Lauchle, State College, Pennsylvania

MASTER BUILDER - STRUCTURES

Midwest Region

Steve Miazga, Waukesha, Wisconsin

Pacific Northwest Region

Jim Little, Coldstream, BC, Canada

MASTER BUILDER - SCENERY

Region

Steve Miazga, Waukesha, Wisconsin

MODEL RAILROAD ENGINEER - CIVIL

Mid-Eastern Region

Robert Rousseau, Holly Springs, North Carolina

MODEL RAILROAD ENGINEER -

ELECTRICAL

Midwest Region

Steve Miazga, Waukesha, Wisconsin

CHIEF DISPATCHER

Southeastern Region

Brian Glock, Roswell, Georgia

ASSOCIATION OFFICIAL

Rocky Mountain Region

John Chase, Salt Lake City, Utah

MODEL RAILROAD AUTHOR

Rocky Mountain Region

Donald Bailey, Colorado Springs, Colorado

MASTER MODEL RAILROADER

Brian Glock, MMR 607

Ronald Christensen, MMR 608

AP QUESTIONS

If you have questions about the Achievement 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 Drive, Batavia, OH 45103.

MMRs: Master Model Railroader shirts and extra patches are available by contacting HQ in Soddy Daily, TN.

2018 Election Results

President—Pete Magoun

VP Admin—John Stevens

VP Special Projects—Gerry Leone

At-Large North American Director—Jim Gore

Eastern District Director—Bob Hamm

Pacific District Director—Rob Peterson

The Executive Handbook revision passed

We need your help.

We'd love you to send us a head/shoulders photo with two sentences about **why you are a model railroader** and **what compels you to do this**. We want to show that model railroaders come from all walks of life and diverse backgrounds, so please also provide a description of your current or past modeling work. Please email to president@nmra.org

ALSO we are in need of pre-war Varney kits, locos, and rolling stock, as well as vintage kits from the 1950s and 1960s. If you have any to donate, please contact Bob Brown at gazette@att.net

GALLERY EXHIBIT
CALIFORNIA STATE RAILROAD MUSEUM



MMR EARNED



SAM SWANSON EARNS MMR 600

From a pontoon plane flight over Minnesota boundary waters to a stern-wheeler excursion up the industrialized Kanawha River, our parents treated their four kids to a variety of childhood excursions. The one that stands out for me was our visit to North Freedom, Wisconsin, where after riding in a wooden passenger car on the Mid-Continent Railway Museum's line, we were allowed to step into the cab of a steam locomotive. That blast of radiant heat from the backhead, coupled with the multitude of grimy levers and piping and the stout man in overalls explaining them, was spellbinding. Little did my parents realize how that early 1970s family trip would have such an impact on their oldest son.

About a year after that trip, we relocated to the Ohio River Valley on the West Virginia side, about 100 miles south of Pittsburgh. As our beloved Packers faded into two decades of mediocrity, I developed a round-robin circle of five friends interested in model railroading. Except for one of us, we had modest 4x8-foot HO layouts and learned many construction and scenery techniques from the pages of *Model Railroader*. Much of that was possible because our well-financed friend had many resources, from

"Mountains in Minutes" polyfoam to a fine-point soldering iron. Our operations were limited to timed contests in switching a pair of sidings and determining the maximum length of trains traversing too-steep grades. They were a nice balance between our work sessions and hearty teenage fun.

There were also a couple of modeling friends that had specific interests. One who didn't have a layout liked only to scratch-build models and draw track plans. Using balsa and cardstock, we worked our way through Kalmbach's *Easy-to-Build Model Railroad Structures*. We tried to make the models as realistic as possible using Testors and Pactra paints, and they served as good examples that basic materials can produce worthy layout models.

Fulton's Hobby Shop in Wheeling, West Virginia, was 40 miles away, and once a year my dad took me for a 45-minute stop to stock up on rolling stock models and supplies. I was typically given a two-minute warning that it was time to check out. That annual exercise in list-making, time and money management, and efficient store navigation has carried through my adult hobby pursuits to this day.

Because of this retail isolation, many of the hobby items I procured during high school were through mail order. The prize

item purchased for about \$25 from the curiously named Hobbies for Men was a Fine Scale Miniatures Narrow Gauge Rail Car Shed (Kit 175). It was my first craftsman kit, and the car shed project was a four-year education that spanned my high school and college years. Building it set the course for construction, painting, weathering, and scenery techniques that I still use 36 years after finishing that FSM structure and its surrounding diorama.

Following grad school and landing an engineering job in the water treatment field, I finally had enough money to subscribe to modeling magazines and join the NMRA in 1987. And mainly through NMRA activities over the past three decades, I have repeated those same childhood patterns of railfanning, constructing, and operating sessions (mostly on other folks' layouts), and scratchbuilding a variety of prototype-based models. The best part of those experiences is over the past two decades or so, they've been shared experiences with my best friend, a long-term NMRA member named Nancy Windes, who also happens to be my wife.

Additionally, as part of NMRA participation, those basic model railroading activities have expanded, including writing magazine articles and presenting hands-on and slideshow clinics (and subsequently, widening our circle of model railroading friends). One of the aspects that I enjoy the most from this hobby is seeing models that others have built, painted, or weathered based or inspired by an example that I introduced them to in some way.

Participation in the Achievement Program has been a big part of learning and developing skills, both during my time in Atlanta with the Piedmont Division and currently in the MCR's Cincinnati Division. Throughout the second half of the 1990s, I was the SER AP chair, encouraging others and in trying to set a good example, making steady progress on my Certificates. As other participants have noted, the Achievement Program is much like the Boy Scout Merit Badge program, but without a deadline. Considering I was one of those Scouts that ran everything right to the end (my Eagle court-of-honor was the day before my 18th birthday), it's not surprising my AP participation spanned decades. And maybe that's why I completed four certificates in a three-year period and then the remaining three over the next 16 years. In developing an AP plan, define your want-to-learn interests and talents, along with a timeline, and try to integrate Certificates with your

overall hobby pursuits. Progressing in the Achievement Program while attaining your layout or module modeling goals is the best possible overlap.

Sometimes, the two paths cross unexpectedly. I had never considered module modeling, but participation in the Great Lakes modular group has been one of my favorite long-term projects, from both model-making and outreach perspectives. At both NMRA train shows and conventions, along with narrow gauge meets, many folks have offered modeling and entertaining New England family trip accounts near our

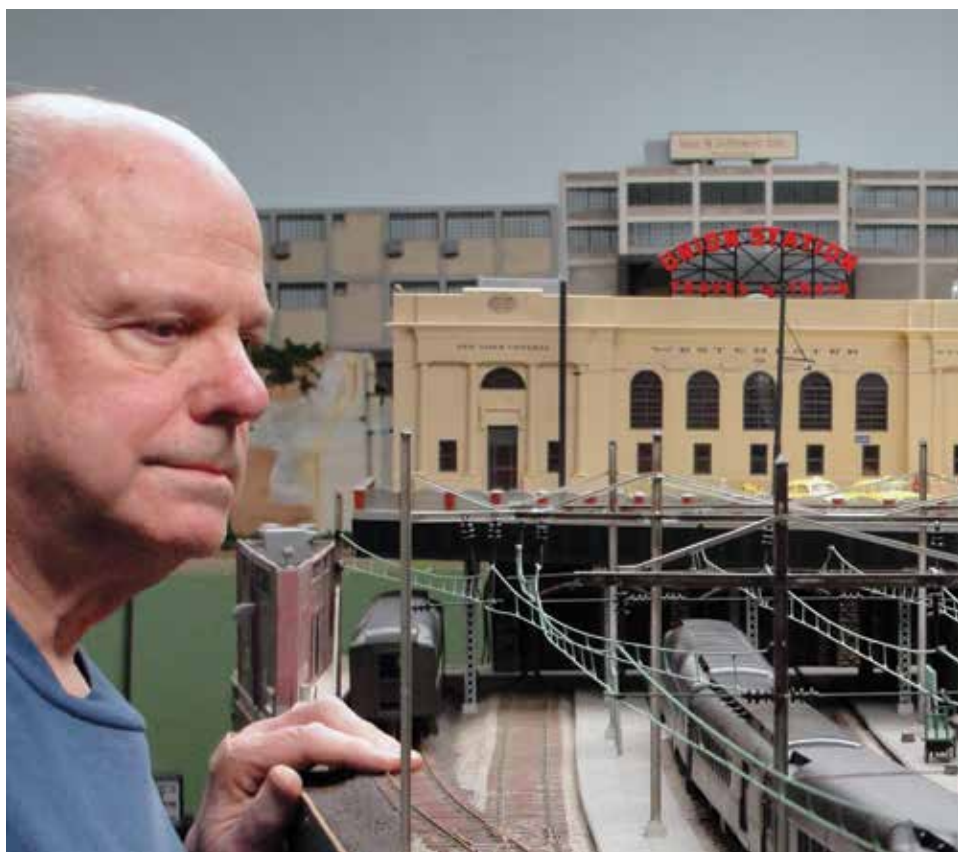
HOn30 layout displays. Several AP projects were gleaned from both my finished module, Windes Inlet, and its companion Reed's Cove, currently under construction. Windes Inlet is just a 2x4-foot module but took eight years to complete (yes, meaning averaging just one square foot per year). It serves as a good example that even if the rate is slow (well, really slow), make progress on your modeling goals — a small amount is always better than none (including AP Certificate requirements). And in almost every endeavor, look to involve your fellow

modelers — that's many times the best way to enjoy our hobby.

Certificates Earned
Sam Swanson, MMR #600

Master Builder—Motive Power
Master Builder—Cars
Master Builder—Structures
Master Builder—Scenery
Model Railroad Engineer—Civil
Association Volunteer
Model Railroad Author

MMR EARNED



RICHARD "DICK" KARNES EARNS MMR 606

As a boy, I spent lots of time train watching at the New York Central's West Englewood, New Jersey, station. For three of those years, I'd made a weekly round-trip behind an NYC Pacific to my clarinet lesson two towns away, ten cents in each direction. I loved it — not the lessons, the train! Trains were in my blood ever since my parents bought me a Lionel set for my first Christmas, replacing it on my tenth birthday with a two-rail American Flyer NYC Hudson set.

Every month, I'd buy a copy of *Model Railroader*. At the time, the late 1940s, a lot of S-scale stuff was advertised. Captivated, I mail-ordered a two-dollar, 85-foot Chester Industrial Arts RPO kit at age 11. I learned a lot from it: wood glue couldn't bond metal to wood, but acetate cement could do the job. An 85-foot car wouldn't go around a 20-inch curve. I learned how to shorten the car so that it would.

By the time I was 13, I had begun a two-level layout in our basement. Not happy with tinplate track, I went for Tru-Scale milled wooden roadbed. I bought spikes

and rail and went at it. I taught myself how to build turnouts with the help of an *MR* article by Bob Cushman. I built my first freight car kit, an Ambroid ACL watermelon car, which I still have and operate.

When American Flyer came out with its New Haven EP-5 electric, I just had to have one. I saved up my lawn-mowing and theater-ushering money and bought not only the EP-5, but also a Rex 2-4-4T Suburban kit. Because the EP-5 was AC and the Rex locomotive was DC, I decided to put up catenary and provide AC via the catenary and DC in one rail, using the other rail as a common power return. I altered the EP-5 to take power from the overhead. Nobody told me any of this was difficult (I didn't ask!).

During my secondary school years, I was fortunate to live bicycling distance from Eastern Model Railroad Company, a full-service shop in Hasbrouck Heights, New Jersey. They always had what I needed. At the time, I had no idea how unusual this was, particularly for S-scale equipment. I was just lucky, I guess. (It was a sad day for me when, around 1962, owner Arno Rinck told me he was moving the business to Hungry Horse, Montana.)

When I left for Cornell University, I took a locomotive and a few freight cars and built a small switching layout above the door in my dorm room. While at Cornell, I made extra money by custom-building S-scale turnouts and crossings. While there, I met Ithaca College French horn professor Bob Prins, an avid O-scale scratchbuilder and fellow NYC fan. Together, we explored the NYC DeWitt Yard (with permission!) to develop a set of NMRA Data Sheets on painting and lettering NYC equipment.

Bob taught me how to build in brass, and I built a double-slip switch for him.

After college, I landed a job in Seattle as a structural engineer with Boeing. As an apartment dweller, I contented myself with car and locomotive acquisitions through a combination of American Flyer conversions, kits and kitbashing, and scratchbuilding.

Marriage, a house with a basement, and two kids followed, then two layouts began to take shape simultaneously. My S-scale layout went around the room. I built my 8-year-old son's Atlas O-scale layout in the center of the room at a two-foot height. When he graduated from trains to trombone and then girls, I removed the O scale and completed my S-scale layout with a double-decked peninsula in the center of the room.

Once the kids were out of the house, my wife said she'd like to turn a third of my layout room into a guest room. I pretended not to hear her until she offered to add the adjacent ping-pong room to my remaining layout space. We put the train stuff in storage, ripped out the layout, hired a carpenter to partition and finish the guest room, and then retrieved the train stuff. Thus began my current layout.

The present layout was completed about ten years ago. I am eternally grateful for the scenic mentoring of Bob Christopherson and Roger Nulton, MMR, for helping me to get over my fear of doing scenery. Their tutelage was outstanding.

The layout is based on what might have become of the New York, Westchester & Boston by the year 1955, had it not been purchased and parted out by competitor New Haven in the 1920s. Home road power includes only anthracite steam and electrics, with the sole exception of an Ingersol-Rand-GE boxcab diesel at the Port Hudson float yard. The railroad includes a double-track electrified line between New Haven and Montreal plus a single-track non-electrified line from New York City to Springfield Massachusetts, then double-track electrified to Boston. The layout hosts a portion of the railroad where the two lines cross, sharing a key station at Cornwall Bridge, Connecticut, and a few miles of trackage. Some of the B&A from Troy toward Springfield is also modeled. Interchange to the west is provided by a Hudson River car float operation. Through passenger trains are jointly operated by CNR and NYW&B, with required locomotive changes at Cornwall Bridge. NYC and New

Haven trains share Troy facilities with the NYW&B.

I hosted monthly operating sessions for five years. There's nothing like op sessions to keep your layout in top shape. Every little problem (couplers, track, electronics, etc.) gets uncovered by visitors who do things differently than I would. The downside is that I spent nearly all my hobby time between sessions working off "bad order" cards. Since then, I've concentrated on completing and operating the various locomotive and passenger car projects that have been in the pipeline from as long as 55 years ago. I still host the occasional op session and have been a layout host for SoundRail 2014, 2016, and 2018.

Certificates Earned Richard Karnes, MMR #606

**Master Builder – Scenery
Master Builder – Cars
Master Builder – Structures
Master Builder – Motive Power
Association Volunteer
Model RR Engineer – Electrical
Model Railroad Engineer – Civil
Model Railroad Author**

2019 Notice of Elections

The following NMRA Board of Directors positions are open for election in 2019:

1. Western District Director;
2. Atlantic District Director; and
3. At-Large Worldwide Director.

The current At-Large Worldwide Director is term limited and therefore is ineligible to be a candidate for this election. Both the current Atlantic District Director and the Western District Director are eligible to be candidates for this election.

Please check Article III, paragraph 12, of the NMRA Executive Handbook, EHB, located at <http://www.nmra.org> for the extent of the districts affected. Qualifications for candidates are listed in the EHB. Candidate Statements are limited to 400 words.

Submissions of candidate statements for the Western District Director and US resident candidates for At-Large Worldwide Director shall be submitted to Tony Koester, National Nominating Committee Chair, at nkpfan@ptd.net no later than May 15, 2018.

Submissions of candidate statements for the Atlantic District Director and Atlantic District resident candidates for At-Large Worldwide Director shall be submitted to the Atlantic District Committee Chair Carol Webb at nominating_chair@nmabr.org.uk no later than May 15, 2018.

Submissions of candidate statements for Pacific District resident candidates for At-Large Worldwide Director shall be submitted to David O'Hearn, Pacific District Nominating Committee Chair, at dohearn@internode.on.net no later than May 15, 2018.

Submissions of candidate statements for NMRA Canada resident candidates for At-Large Worldwide Director shall be submitted to Ed Molenkamp, NMRA Canada Nominating Committee Chair, at ed@arcadeflooring.ca no later than May 15, 2018.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the respective Nominations Committee. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the Secretary NMRA at secy@nmra.org no later than September 15, 2018.