



NMRA BULLETIN

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MMRS EARNED

Back in June *THE BULLETIN* carried an article and a photo that did not match. Below is the corrected photo and text for MMR No. 370.



MARION BRASHER EARNS MMR #370

I have been told that my fascination with trains began when I was around four years old. My uncle ran a fruit distribution business and would often take me to ride along on the truck with him. He received his produce shipments at the Rock Island team track in town and, if things worked out, I got a chance to ride in the locomotive while the crew was going about their switching duties.

For entertainment on summer evenings during the war years, I would go down to the Rock Island depot and watch the three scheduled passenger trains arrive and depart. If one was late, I *had* to stay until it finally arrived.

My first electric train came one Christmas when I was five years old—it was a Marx. This would have to make do until later in my life. In high school, teachers could get American Flyer wholesale, so I graduated to S gauge. This lasted only about two years, though, because then I discovered HO.

I joined the NMRA in 1955 and began attending the Midwest Region's conventions. My first national was Indianapolis where I met Paul Shimada, Faith Rider, and Rochella Nash. These people got me involved with the NMRA. In 1964 I was one of the individuals involved with the formation of the Illinois Valley Division of the Midwest Region. After serving three terms as division superintendent, I was later elected division director at large. Additionally, I once served a term as president of the Midwest Region.

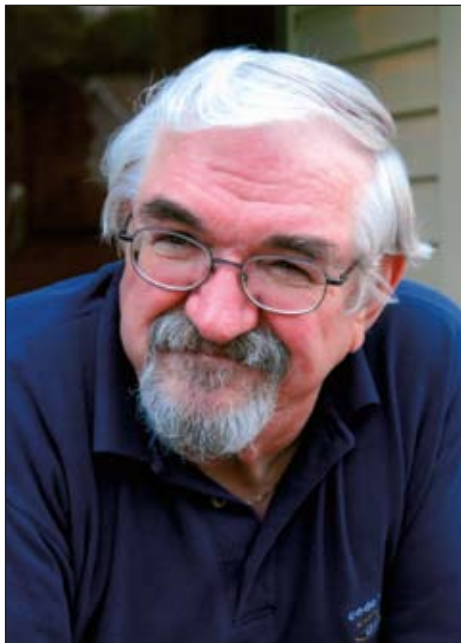
Way back in the 1960s I began to get involved with the NMRA's Achievement Program. My goal when I started was to be MMR No. 100! Somewhere along the way job priorities seemed to interfere with the achievement of that goal—teaching industrial arts, driver education, and serving as yearbook and photography advisor took up most of my free time.

Over the ensuing years Bill Ehlert, Al Potts, and MWR chairman John Mann were continually after me to finish a long ago started but never finished project—to obtain my final A.P. certificate to meet the requirements of becoming an MMR. So, after 18 years, that project begun back in the 1980s was just recently completed, making me *finally* eligible to attain the status of Master Model Railroader, and I would be remiss if I did not thank them for their encouragement and support.

Since I retired from teaching several years back, I have acquired more free time and so have been able to become more involved in the Midwest Region. Additionally, I've become re-elected as superintendent of the Illinois Valley Division after a 30-plus-year interlude.

Over the years I've been in the hobby I have opened up my model railroad to church, school, and scouting groups. In addition, I have given prototype- and modeling-related presentations to a number of church and civic groups as well as to various regions and divisions within the NMRA. Since retirement I have also owned a model railroad shop where my philosophy is to primarily run it as a service to the hobby. I do all these things as a way to try to give back a bit of what others in model railroading and the NMRA have so generously given me for over 50 years.

Marion has earned certificates as follows: Motive Power, Scenery, Civil Engineer, Electrical, Chief Dispatcher, Association Official, Association Volunteer, and Model Railroad Author.



PAUL MYERS EARNS MMR #381

Sitting in his cubicle at Verizon on the first or second day of a new assignment in Irving, Texas, in July 2003, Paul W. Myers looked up as a man approached his desk.

"Hi," the man said, offering his hand. "My name is Paul Richardson, and I wanted to welcome you to Verizon." Seeing the personal laptop sitting on the desk with a picture of an American Coal Enterprises steam locomotive pulling a string of coal cars up a grade in West Virginia, Paul Richardson asked, "Are you into trains?" "Big time," Myers replied. That was the start of a great friendship, and Paul Myers' journey toward becoming an MMR.

Paul Myers started model railroading seriously around 1970 with his first HO locomotives and a few cars. Around 1971, after a move from Long Beach, California, to Kansas City, Missouri, Paul started his first layout. He planned to make it a small circular layout with Union Pacific largely as the main line. Unfortunately, that layout was laid aside due to a divorce and other circumstances. Shortly after moving into his present house in 1996, Paul started his second, and current, layout. After the encounter with Mr. Richardson, Paul decided to get involved in the NMRA's Achievement Program. Three years later Paul completed the requirements for his Master Model Railroader certificate.

Paul's Platte Valley Northern Railroad layout is a freelance, small railroad operation, emphasizing the period from 1940 to 1960, due to his interest in both steam and diesel motive power. The Platte Valley Northern has Alco diesel power with some light to medium steam mixed in for variety.

The major industries include manufacturing, canning and packing, fruit growing, mining, and lumber. Non-Alco locomotives, owned by the respective industries, serve to meet the needs of the local plants. The scenery represents a mix of Western states, with some urban communities included. Because Paul loves to scratchbuild both buildings and cars, there are a number of these structures on his layout. Paul especially loves to build timber bridges.

Paul's involvement in the NMRA began in 2000. He became involved with the Turkey Creek Division in 2004. He currently serves as division director and as the webmaster for the Turkey Creek website. He chaired the 2006 Turkey Creek Division meet held on Aug. 12, 2006. Paul has also served as finance manager for the NMRA Technical Department, assisting Rutger Frieberg with the Technical Department budget.

Paul married his current wife, Marie, on Sept. 23, 1990. It was through her encouragement that Paul started his present layout. Marie insisted that he occupy the entire lower level basement in their home with the Platte Valley Northern Railroad. Marie and Paul together have four children, a son-in-law, and a daughter-in-law, as well as four grandchildren.

As to vocation, Paul started his employment career with TWA in 1964, and worked with that airline for 30 years. Paul left TWA in 1994 to work as a contractor for Sprint. After 7½ years there, due to a lay off, Paul became a contractor again—first in Irving, Texas, where he met Paul Richardson, and then at American Century. Paul returned to Sprint in 2005 as a business and reporting analyst. Paul and his wife currently reside in Kansas City.

Paul has earned certificates as follows: Master Builder-Motive Power, Master Builder-Cars, Structures, Scenery, Model Railroad Engineer-Civil, Model Railroad Engineer-Electrical, Association Official.





NORMAN FROWLEY EARNS MMR #382

My fascination with trains is rooted in my early childhood. My family moved from New York when I was three years old following my father's untimely demise. I remember leaving from Penn Station, and those massive locomotives belching steam hauling passenger cars with pull down shades. On the eve of our departure we stayed at the Pennsylvania Hotel, across from the station. That night my mother discovered our train tickets were missing. I remember the absolute panic and pandemonium as my mother, and the hotel's house detective frantically searched our room. I had found the tickets earlier in the dresser and played "conductor," depositing them in the "turnstile"—the waste paper basket next to the dresser. No-one had bothered to ask me where they had gone. As expected, the house dick did his job and looked in the pail. Trains, from that day forward, were an integral part of my unconscious mind.

My model railroad journey began in the 1950s with a Lionel O27 figure eight on a plywood board. The layout featured the milk car with automatic retracting feature, an operating crossing gate, and the like. Life then intervened, and model trains disappeared from my list of priorities. My interest in trains remained, submerged in my psyche.

Years later my son wanted model trains for his 13th birthday so I purchased a Marklin starter set. You can probably guess what happened, he lost interest in the trains due to computers, video games, and all that competes for the interest of young people today. However, this rekindled my interest in model railroading and I started build-

ing structures, collecting HO scale Marklin models, and adding to the abandoned starter set. At the time, I lived in an apartment so I set up the trains on large tables in the living room. When I remarried, my wife and I built a new home designing the basement (with my wife's blessing and help) specifically to accommodate a layout.

As a busy trial attorney working in the New York courts, spare-time to work on the layout was scarce. When I did find spare time, the hours spent on various modeling projects in my work room and on my layout provided a much needed means of escape, a way of collecting oneself, and decompressing. For three years I labored, mostly nights and portions of my weekends, to put together a Marklin-based railroad with the latest Marklin digital equipment.

As is true with almost all model railroaders, I found that my periods alone with the hobby were fulfilling, but I wanted to reach out to others with similar interests and thereby share my passion. I began my search for connections with others who, like me, spent an inordinate portion of their evenings in their basement climbing underneath benchwork.

My first contact with the NMRA was through the computer. Having found the NMRA's website I found my division's (Garden States) website and contacted its president and vice-president. Mel Ponton and Tom Wortmann came to my home, viewed my layout, and before long I had a Golden Spike Award. This encouraged me to move forward in the Achievement Program.

I have since entered and won divisional and regional model contests and in the process learned more than I might otherwise have learned about what makes a model exceptional. There has been some discussion about whether model contests are productive. In my opinion, they certainly are. Model contests are supposed to be fun, not a cause for loss of sleep. The purpose of such contests is to teach what makes one model better than another, and if you enter a model contest with that in mind you almost never lose.

I look upon my Master Model Railroader achievement as the beginning of an opportunity to share whatever meager knowledge I have with others in the hobby. I also look upon it as springboard for learning more about model railroading. What I've learned so far is that model railroading, at least for me, is more of an art than almost anything else. If you think about it, the skills we employ to build structures, scenery, impeccable trackwork, and cars are the same skills called upon by accomplished

artists in a variety of mediums. Good art, for sure, is hard, but for the most part art basics can be taught. One can learn to draw, paint, or sculpt. Also, one can learn to be a good model builder by learning and practicing the techniques involved. That is my goal as an MMR: to teach the art of model railroading to those who believe they could never create an award-winning structure, car, scene, or track.

I've been fortunate enough to earn my MMR and would encourage others to do the same. And, oh yes, if the number 382 sounds familiar, it was the engine which Casey Jones rode to fame; or was it infamy?

Norman has earned certificates as follows: Master Builder—Cars, Structures, Scenery, Model Railroad Engineer—Civil, Model Railroad Engineer—Electrical, Association Volunteer, and Model Railroad Author.

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement

OCTOBER 2006

GOLDEN SPIKE

Midwest Region

(Marvin Preussler, Manager)

Daniel Goins, Martinsville, Indiana
Pete Pedigo, Bloomington, Indiana
Doug Rolfe, Bloomington, Indiana
Myron Weber, Beecher, Illinois

Northeastern Region

(Paul Allard, MMR, Manager)

Donald Irace, North Scituate, Rhode Island

MASTER BUILDER—CARS

Mid Eastern Region

(Charles Flichman, Manager)

Joseph Lofland, MER 679, Bear, Delaware

MASTER BUILDER—SCENERY

Mid-Central Region

(Frank Koch, Manager)

Ronald Montgomery, MCR747, Louisville, Kentucky
Robert Weinheimer, MCR748, Charleston, West Virginia

CHIEF DISPATCHER

Mid-Central Region

(Frank Koch, Manager)

Gregory McCartney* MCR 746, Scot Depot, West Virginia

Mid-Eastern Region

(Charles Flichman, Manager)

Francis Martin* MER 682, Broomall, Pennsylvania
Jack Monette, MER 680, Concord, North Carolina

ASSOCIATION OFFICIAL

Mid-Central Region

(Frank Koch, Manager)

Ivan Baugh, MCR 745, Louisville, Kentucky

ASSOCIATION VOLUNTEER

Lone Star Region

(Al Boos, MMR, Manager)

Tom Browning, LSR 508, Dallas, Texas

Mid Eastern Region

(Charles Flichman, Manager)

Dave Chance, MER 678, Kannapolis, North Carolina
Francis Martin, MER 681, Broomall, Pennsylvania

Northeastern Region

(Paul Allard, MMR, Manager)

Donald Irace, NER 425, North Scituate, Rhode Island

NATIONAL TRAIN SHOWS

Detroit, MI—July 22–28, 2007
Anaheim, CA—July 13–19, 2008
Hartford, CT—July 5–11, 2009
Milwaukee, WI—July 11–17, 2010
Sacramento, CA—July 3–9, 2011

Reason #12 to attend

THE 2007 NMRA NATIONAL CONVENTION

IN DETROIT  JULY 22-28



OVER 100 LAYOUTS TO TOUR!

For more info write to
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website at www.nmra.org/2007