

# NMRA BULLETIN

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2011 NMRA National Convention Dates and National Train Show Reservations:  
2011—Sacramento, CA July 3–9, 2011 [www.x2011west.org](http://www.x2011west.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)  
• 2012—Grand Rapids, MI • 2013—Atlanta, GA • 2014—Cleveland, OH

## ACHIEVEMENT PROGRAM

### NMRA AP CERTIFICATE REPORT MAY 2011

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Penelope Smith, Iowa City, Iowa  
Ted Smith, Iowa City, Iowa

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Glenn Yoder, Dalton, Ohio

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Fred Wintsch, Durham, Connecticut  
Michael Wlochowski, Manchester, Connecticut

##### Niagara Frontier Region

John Becker, Rochester, New York

##### Rocky Mountain Region

Harold Buhler, Casper, Wyoming  
Robert Charles, Ranchar, Wyoming  
Richard Lenzer, Story, Wyoming

#### MASTER BUILDER — CARS

##### Mid-Century Region

Dennis Brandt, Norfolk, Nebraska

#### MASTER BUILDER — STRUCTURES

##### Mid-Century Region

Dennis Brandt, Norfolk, Nebraska

#### MASTER BUILDER — SCENERY

##### Lone Star Region

Bill McPherson, Rowlett, Texas

##### Mid-Century Region

Dennis Brandt, Norfolk, Nebraska  
James VanDelden, Wayne, Nebraska

#### MODEL RAILROAD ENGINEER — CIVIL

##### Lone Star Region

Bill McPherson, Rowlett, Texas

#### MODEL RAILROAD ENGINEER — ELECTRICAL

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Graham MacDonald, Baden, Ontario

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##### Rocky Mountain Region

Fred Morton, Albuquerque, New Mexico

##### Sunshine Region

Allen Crowley, Ocala, Florida

(caboose), and related freight cars under our Christmas tree. We (he) ran the wheels off of that thing! I scened my loop of “mainline” track with Lincoln Log structures and Marx plastic trees, along with my Marx tin-plate, Roy Rogers ranch set. Later, I added the Marx Cape Canaveral rocket set to the scene. Around age nine, I discovered *Model Railroader* magazine and learned about scratchbuilding. With some wooden cotton swab dowel rods, tongue depressor, and electrical tape, I built my own version of the Lionel conveyor belt coal loader. Modeling and running trains was under way. The rest is history, as they say, as I’ve been building ever since.

As I began my teaching career in the early 1970s, I started modeling trains more seriously through kit-building, kit-bashing, and scratchbuilding. In 1976, I joined both the NMRA and the Chesapeake & Ohio Historical Society. The former has provided the standards and techniques to guide me, and I have used information from the latter to duplicate the history of the C&O through modeling in HO scale. While becoming interested in the Achievement Program early on, I sort of jumped from thing-to-thing in my modeling. I was modeling numerous items and writing about my work in the “Basement Subdivision” column of *The Chesapeake & Ohio Historical Magazine* (I later became its editor) and authoring “Modeling the Chesapeake & Ohio.” However, I never completed any area to compile all the requirements needed to receive a certificate. Thus, it took me 20 years to get my first certificate and another 15 to finish up. So, I’d advise one to keep on modeling but stay focused if interested in acquiring certificates in a timely manner.

I guess I never got in a hurry because of my associations with the people in the C&OHS, the St. Albans C&O Modelers, and my buddies from Division 9 (Mid-Central Region, NMRA) “The Coal Division.” The enjoyment of my hobby and sharing of similar interests with others have provided a bond that goes well beyond the trains to the aspect of knowing people, which has been the most important part of my journey. So, thank you all for the friendship, encouragement, and support throughout the years. Extra appreciation goes to Lin Young, Jerry Doyle, and Bob Weinheimer, MMR for their friendship. And, for my wife, Janie, the warmest of thanks and gratitude for all your support. I have enjoyed your company on all our train-

related outings. I could never have done any of this without you all.

A number of years ago, the grandson of a good friend said it all when he commented, “Paw Paw, me love me trains,” as he viewed the three-rail layout his grandpa and I had built. Well, I love “me trains,” and I imagine you do, too!

*Gary has earned the following certificates: Golden Spike, Author, Chief Dispatcher, Scenery, Motive Power, Structures, Cars, and Volunteer.*



DAVID HOWARTH EARNS MMR 454

Unlike a number of modelers, I was not influenced by a family member to enjoy railways. I was born in England, and a trip to London as a small boy included a visit to Hamley’s toy shop. A large O scale display in their store really fascinated me, and I wonder if that was the beginning of a lifelong fascination of railways. Traveling on overnight steam-hauled trains to Scotland are other fond memories of the past. Train spotting, which was all the rage with small boys in Britain in the 1950s, saw me crossing off locomotive numbers in one of Ian Allen’s published books, which were common then. Obviously railways were in the blood!

I am a civil engineer by training, and have had the pleasure of designing and managing the construction of many transportation projects around the world. I am a Buckeye, having studied for a master’s degree at Ohio State University in 1969/70. Why did I not take photos of those coal trains that used to hold me up at railroad crossings on the way to lectures at OSU?

My railroad modeling started in my early 30s after we had moved to Australia. Australia has some very fine railway model-

ers. At an exhibition in the Sydney Town Hall, I saw a few men demonstrating the construction of O scale Midland Railway brass coach kits. I was hooked! So began an enjoyable period of modeling with a few kindred spirits working on layouts and models of rolling stock of the Midland Railway in Britain around the early 1900 period. My career kept me very busy, so my own layout, Beaumont, which is a typical fiddle-yard to terminus O Scale layout, took years to progress. Nevertheless you can see the layout, if you go to the NMRA Australasian Region website at [www.nmra.org.au](http://www.nmra.org.au) then to Layout Tours, then Layouts run with DC to my name. This layout has since been transported to Brisbane to form part of a very fine British layout.

The track work on Beaumont was hand laid; structures scratch built and research on the Midland Railway (MR) ensured that the layout had a distinctive MR flavor. Some while ago now, I scratch built a MR 0-4-4 tank locomotive, which took about 400 hours spread over a year.

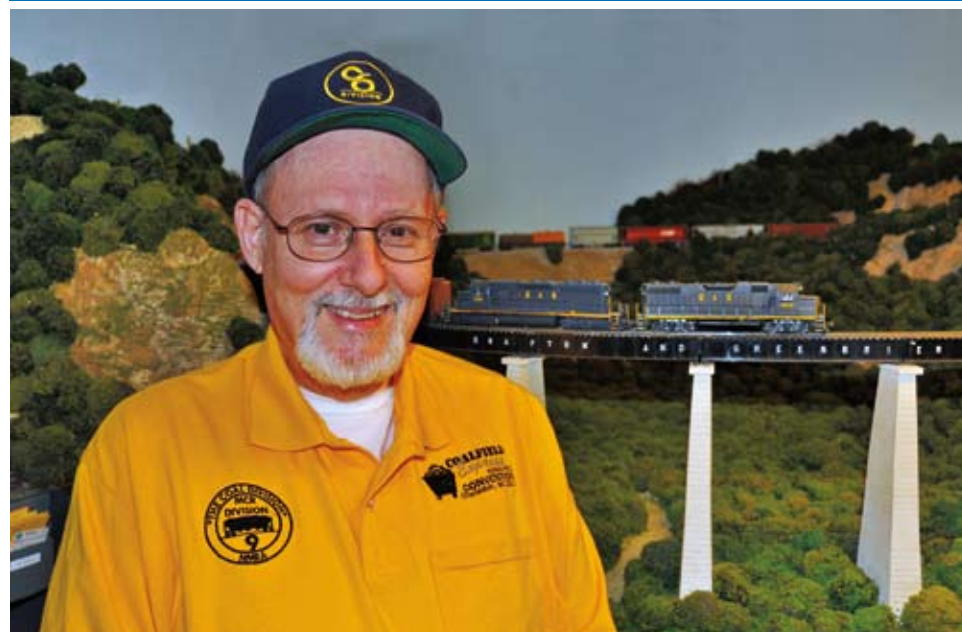
When I rejoined the NMRA in Sydney, Australia, some six years ago, I put up my hand to be the Librarian of the Region. From there I became a Committee member of the Regional Committee, Vice President, and am currently serving as President for a two year period. I have enjoyed contributing to the NMRA, and following retirement from full-time employment two years ago, have found the fellowship in model railroading gained within the NMRA has helped the retirement transition immensely. This volunteer work introduced me to the Achievement Program, and I have really enjoyed achieving the awards. My goal is to strive to complete the awards I have not yet attempted, as they will stretch me out of my comfort zone.

Currently, my wife Yvonne and I are going to move home in the next year, having bought a property which will allow for the construction of a railroad room for a large O Scale layout of the New York Central from Weehawken, New Jersey, and up the West Shore line. I hope my work on the new layout will enable me to complete the goal of achieving other AP awards.

I encourage all members to enter the Achievement Program, and assure you; you will enjoy the experience, learn a lot, and become a better modeler.

*David has earned the following certificates: Golden Spike, Scenery, Author, Motive Power, Structures, Volunteer, Civil, Official, and Master Model Railroader.*

## MMRS EARNED



GARY J. BURDETTE EARNS MMR 457

I have enjoyed trains for as long as I can remember — all scales and all eras. My mom told me I could identify automobiles by manufacturer at age four. My dad loved cars, and as an electrician, he was interested in technology and industry as well. He made it a point to search out the factories and railroads each time we went up the Baltimore & Ohio’s Ohio River Line and into Pennsylvania to visit my aunt and uncle. That curiosity in cars expanded to other areas. I am sure these experiences fueled my love for our hobby and of my desire to teach science, resulting in my involvement in both areas throughout my life.

When I was five years old “Santa” placed a Lionel Pennsy turbine, cabin car



ANDREW R. DODGE EARNS MMR 453

Model railroading became a passion for me in my childhood. My father, Harry P. Dodge, built layouts in the basements of our homes beginning just after World War II through the end of his life in 1972 that were loosely based in the Southern Railroad. Unlike so many others in the hobby, I never had a Lionel set. I went directly from a wooden train to the wonders of HO with snap-track and plasticville buildings for Christmas in 1956. Working with my father, I built my first real layout in one corner of his large layout. It was a fictitious branch line logging operation in the Carolinas.

However, my real love of railroading had already begun to be centered in Colorado. In 1953, the family took a trip out west, which included several days in Colorado. The real focus of that part of the trip was to take the Silverton Mixed from Durango to Silverton. My father was able to get us on the train, which in my case was a seat on a load of 2x4s stacked in the baggage car. What a thrill of a ride for a little boy to see the canyons and mountains of the San Juan. Since there were no reserved seats, after eating lunch at the Grand Imperial Hotel, my mother took my two brothers and me back to the train early, and we got seats in the cupola of one of the two cabooses hooked at the end of the train. This fascination with mountain railroading came to full fruition following several other trips to the state in the 1950s and introduction

to two fabled roads in the Columbine State. The day after coming home from school for summer vacation in 1960 I discovered my father's book on the Denver, South Park & Pacific Railroad, and for my 18th birthday, he gave me a copy of a book on the Colorado Midland. During those years, I built my first layout based on a western, mountain railroading theme.

Like most first efforts at a layout, everything was not a total success, but it was a real learning experience. It was great running the layout and using my imagination to overlook the shortcomings. While building the layout, my father offered comments and suggestions that would improve my work, which were not always received with due appreciation, but other modelers who came over to the house were always interested and made positive remarks. This positive reinforcement gave me the support to realize that I was on the correct path and had achieved some level of success.

One of the most important gifts my father gave me was the ability to see and think about railroading in its natural environment. Beginning during the late 1950s and until my father's death filming some of Germany's last steam operations in the city of Trier, his real passion in railroading was to travel and record on 16mm film the railroads of the world. He always had the knack of finding some of the most scenic spots to take his shots while never forgetting what railroads do and how they work in all their various facets.

After building my own home, I began construction of my own HO/Hon3 layout based on the Denver & Rio Grande. Exuberance in this case was fatal, and the layout was an example of the mistake many modelers make, a lack of attention to detail and how real railroads operate. However, it served as a lesson in how to create a proper layout: having a sense of what kind of layout you want and keeping your eye on the final objective, attention to detail, knowing your subject and applying that knowledge, avoid flights of fancy into the unrealistic, historical research through books and onsite visits, and applying your artistic talents to create the impression of reality in a medium that requires great compression and distortions due to limited space.

Upon my return from living in Germany during the mid-1980s, my interest in model railroading turned to building my dream layout of the Denver, South Park & Pacific Railroad in its early years. Realizing the shortcomings of earlier efforts, I focused on recreating a simulated prototype layout based on the year 1882. Fortunately, I had my father's book on the line plus several others collected in the 1970s and 1980s, which contained a rich collection of period photos. Relying on lessons learned, I decided to network with other modelers who worked in On3 since I had no previous experience in the scale nor knew what was available in parts or kits. It became readily apparent that adhering to a set period and prototype requirements would demand a lot of scratch building, but parts were available from several suppliers.

In developing a track plan, many compromises would have to be made, but the one rule I wanted to maintain was the concept of "less is more." My Rio Grande layout had been a lot of track and little attention to quality scenery. This time I wanted a believable track plan that would come close to the prototype with lots of accurate scenery. To achieve that end, I took two trips to Colorado in the 1990s with the express purpose of collecting dirt and small stones to use as ground cover and also take extensive color photographs of each area to better replicate each scene on the layout. Keeping to my objective and constantly reminding myself of what had caused shortcomings in my earlier layouts paid-off.

In working for my Master Model Railroad certificate, I learned another important lesson. Even after years of holding open houses and operating sessions with

other highly skilled modelers, I still had allowed a few things to remain uncompleted or not up to the highest quality. My friend Stan Knotts asked me to host the local NMRA group to an open house with the enticement of a six month membership in the NMRA. I had been a previous member but let my membership lapse, and during that period I had become interested in the Achievement Program but failed to pursue it. This time, I decided not to let the opportunity slip away. The importance of the program to me was not only becoming more engaged with other modelers and sharing the lessons I learned, but also in sharpening my own attention and skills in order to present the best material in each of the nine modeling categories in the Achievement Program I chose to enter. Realizing what the judges would review was of the utmost importance, which I am now keeping in mind as I begin my newest modeling effort, building a model of the Colorado Midland in 1897 with all scratch built engines in Proto 48 O gauge.

*Andrew has earned the following certificates: Motive Power, Cars, Structures, Scenery, Prototype Models, Electrical, Dispatcher, and Author.*



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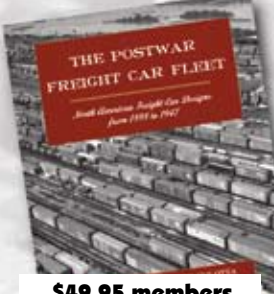
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