

# NMRA BULLETIN

## DEPARTMENT & PROGRAM MANAGERS

### Chief Administrative Officer —

Jenny Hendricks

P.O. Box 1328

Soddy Daisy, TN 37384-1328

O: 423-892-2846 Fax: 423-899-4869

e-mail: nmrahq@nmra.org

Library - 423-892-2846 or nmraops@nmra.org

### Education Department Manager —

Bruce De Young

23 Holiday Lane

West Milford, NJ 07480

H: 973-697-8098 C: 201-803-9766

e-mail: educate@nmra.org

### Education Department Assistant Manager —

Nobby Clarke (HO, N)

34 Hopmeadow Court

Northampton, England, NN3 8QG

+44-1604-415020

### Howell Day Museum Committee Chair —

Allen Pollock

PO Box 243

Jefferson City, MO 65102-0243

H: 573-619-8532

e-mail: museum@nmra.org

### Information Technology Department —

Ben Sevier

12793 War Horse St.

San Diego, CA 92129-2219

(858) 538-9863

e-mail: itmanager@nmra.org

### Development & Fund Raising Department

Manager — Alan Anderson

4744 Colander Dr.

West Jordan, UT 84088 H: 801-613-0801

e-mail: fund@nmra.org

### Marketing Department — Director VACANT

Marketing Department — VP

Page Martin

PO Box 14789

Long Beach, CA 90853 H: 714-234-4488

e-mail: marketing@nmra.org

### Meetings and Trade Show Department

Manager — Bob Amsler

514 Dover Place

Saint Louis, MO 63111-2338

H: 314-606-6118

Fax: 314-754-2688

e-mail: conv@nmra.org

### Publications Department Manager —

Don Phillips

5381 Heather Cir.

Mason, Ohio 45040-2269

513 226-2233

e-mail: pubs@nmra.org

**Have you changed your address or other membership information?**

**Notify Headquarters**

**e-mail: nmrahq@nmra.org**

**Phone: 423-892-2846 (8am–4pm ET)**

**Mail: P.O. Box 1328**

**Soddy Daisy TN 37384-1328**

### NMRA Communications Director

VACANT

### Standards and Conformance Department

Manager—Didrik A. Voss, MMR (HO)

15226 12th Dr SE

Mill Creek, WA 98012-3082

O: 425-337-5222 H: 425-337-7084

e-mail: tech-chair@nmra.org

## REGION PRESIDENTS

### Australasian Region—David O’Hearn

PO Box 4590, Lake Haven NSW 2263

H: 61 2 4393 9564 M: 61 407 811 577

e-mail president@nmra.org.au

### British Region—Mike Arnold

3 Boxgate, Crowborough

East Sussex, UK TN6 1SF

H: +44 1892 459967

C: +44 07808 323094

e-mail: brprez@nmra.org

### European Region—Alain KAP, MMR (HO, HO<sub>N3</sub>, On3/30)

Kammerforststrasse 3a

D-54439 SAARBURG, Germany

Phone: +49 6581-603045

Mobile: +352 691-325089

e-mail: eprez@nmra.org

### Lone Star Region—Steven Barkley, MMR

2060 Belvedere Drive, Beaumont, TX 77708

e-mail: lsrprez@nmra.org

H: (409) 898-4403

### Mid-Central Region—Steve Kaplan

e-mail: mcrprez@nmra.org

### Mid-Continent Region —

Henry (Hank) Kraichely (HO)

716 Reinke Road, Ballwin, MO 63021

(H) 636-394-5151 (C) 314-520-6920

e-mail: mcorprez@nmra.org

### Mid-Eastern Region— P.J. Mattson, MMR

129 East Ave., Swedesboro, NJ, 08085

856-467-0421

e-mail: merprez@nmra.org

### Midwest Region—Paul Mangan

6187 Sun Valley Pkwy, Oregon, WI 53574

H: (608) 835-9577 e-mail: mwprez@nmra.org

### Niagara Frontier Region—Richard Hatton

205 Country Lane, Stayner ON L0M 1S0

705-428-9997

e-mail: nfrprez@nmra.org

### North Central Region—Dave McMullian (HO)

279 S. River Rd., Waterville, OH 43566

H: (419) 878-4888 e-mail: ncrprez@nmra.org

### Northeastern Region—George ‘Scooter’ Youst

104 Bent Tree Lane, Baldwinsville, NY 13027

H: (315) 303-0100 e-mail: nerprez@nmra.org

### Pacific Coast Region—Pat LaTorres

2081 Horne St., San Leandro, CA 94578

H: (510) 317-7456 e-mail: pcrprez@nmra.org

### Pacific Northwest Region—Russ Segner

14419 SE 84th St., Newcastle, WA 98059

H: (425) 228 7327 e-mail: pnrprez@nmra.org

### Pacific Southwest Region—Carl Heimberger

1256 Old Hickory Road, Corona, CA 92882

H: (951) 256-1319 e-mail: psrprez@nmra.org

### Rocky Mountain Region—Gary Myers

3717 S. Walden St. Aurora, CO 80013-3517

H: (720) 837-4393 e-mail: rmrprez@nmra.org

### Southeastern Region—Glen Hall, MMR

609 Phyllis Street, Pensacola, FL 32503

H: (850) 982-2795 e-mail: serprez@nmra.org

### Sunshine Region—Gilbert Thomas, Jr.

8119 Woodvine Cir., Lakeland, FL 33810

(863) 412-3090

e-mail: ssrprez@nmra.org

### Thousand Lakes Region—Dennis Rietze

39 Shelagh Crescent

Winnipeg MB R2G 1Z6

(204) 663-2302

e-mail: tlrprez@nmra.org

2015 NMRA National Convention Dates and National Train Show Reservations:

2015—Portland, Oregon • August 23–30 • www.nmra2015portland.org

Train Show Booth Reservations—Susan Straub, Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328

423-892-2846 • nmrrants@yahoo.com

• 2016—Indianapolis, IN • 2017—Orlando, FL • 2018—Kansas City, MO

## ACHIEVEMENT PROGRAM

### NMRA AP CERTIFICATE REPORT MAY 2015

#### GOLDEN SPIKE

##### Mid-Central Region

Bill Lynch, Charleston, Indiana

##### Pacific Coast Region

Theodore Stephens, Palo Alto, California

### MASTER BUILDER — CARS

#### Lone Star Region

Leon Bangma, McKinney, Texas

#### Mid-Central Region

John Hemsath, Bay Village, Ohio

#### Northeastern Region

David Metal, Melville, New York

### MASTER BUILDER — STRUCTURES

#### Pacific Northwest Region

Ross L. Ames, Troutdale, Oregon

### MASTER BUILDER — SCENERY

#### Pacific Northwest Region

Ross L. Ames, Troutdale, Oregon

#### Southeastern Region

Thomas Roskelly, Murphy, North Carolina

### MASTER BUILDER — PROTOTYPE MODELS

#### Lone Star Region

Jerry Wilson, Kyle, Texas

### MODEL RAILROAD ENGINEER — CIVIL

#### Lone Star Region

Gert Muller, Murphy, Texas

### MODEL RAILROAD ENGINEER — ELECTRICAL

#### Northeastern Region

David Dekonski, N. Providence, Rhode Island

### CHIEF DISPATCHER

#### British Region

Keith Webb, Wycombe Marsh, BUCKS, England

#### Mid-Central Region

Philip Gliebe, Waynesville, Ohio

### ASSOCIATION OFFICIAL

#### Midwest Region

Jim Allen, Lake Villa, Illinois

#### Pacific Coast Region

Dave Croshere, Sebastopol, California

### ASSOCIATION VOLUNTEER

#### Northeastern Region

Scott Russell, Sandy Hook, Connecticut

### MODEL RAILROAD AUTHOR

#### Mid-Central Region

Paul Lapointe, Waverly, West Virginia

### MASTER MODEL RAILROADER

David Metal, Melville, New York MMR 558

Ross L. Ames, Troutdale, Oregon, MMR 559

### 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 [fkoch@hotmail.com](mailto:fkoch@hotmail.com). If you prefer to write, contact Frank at 4769 Silverwood Drive, Batavia, OH 45103.

### MMR GROUP

All Master Model Railroaders (MMR) are invited to work with other MMRs by contacting C.J. Riley, MMR, at [cjriley42@yahoo.com](mailto:cjriley42@yahoo.com). Master Model Railroader shirts and extra patches are available by contacting HQ in Soddy Daily, TN.

## MMR EARNED



### BRUCE DE YOUNG EARNS MMR #555

As a youngster in the late 1940s and early 1950s, all my friends seemed to fit into one of two categories — American Flyer fans and Lionel fans. Our family fell into the latter category, perhaps because my

father still owned the Lionel trains he had as a kid in the late 1920s. Our train layout came out only at Christmas and featured his vintage Lionel engine and cars, plus a post-war engine and cars bought for my older brother and me. Each Christmas, we would

get at least one new car or accessory to add to our collection. Like so many others of my generation, thus began my interest in trains.

In the same timeframe, that interest in trains was also fostered by trips on the Erie Railroad with my maternal grandfather, who retired from the Erie with a very useful rail pass. He used it often to take me on the train from Paterson, New Jersey, down to the Erie Docks on the Hudson River to watch the still-active carfloat service. After we moved from Paterson to the suburbs, we used to take the New York, Susquehanna & Western train from our hometown of Oakland, New Jersey, over to the next town, Pompton Lakes, New Jersey, to shop on Main Street. By that time, the usual Susquehanna mid-day passenger train consisted of an all-silver Alco RS-1 and an ancient coach or two.

At some point in the mid-1950s, my father succumbed to Gordon Varney's advertisements and began to purchase HO equipment. By the time he handed off that collection to me in the late 1950s, its motive power included Varney's Little Joe engine

and a Gilbert Alco DL-600 diesel locomotive. The rolling stock was a mixture of Varney and Model Die Casting cars. I built a 4x8-foot HO empire that lasted through my high school years. All the HO and Lionel equipment was carefully put away in the attic as I entered my college years.

In college, I majored in mathematics with an eye on a teaching career. I also met a young lady who was to become my wife. Bonnie was also a math major. In 1968, we graduated college, got teaching jobs in two different north Jersey high schools, and before the end of the year, we got married. In 1970, our twin sons were born, and our third son arrived in 1975. I continued teaching — days at the high school level and evenings at the college level — while Bonnie had the harder job of handling our three sons. Although I loved teaching, I eventually moved into educational administration, spending about 15 years as Superintendent of Schools before retiring in 2006.

My next foray into a layout occurred in the early 1970s when the Lionel equipment came back down from the attic, and I built a 4x8-foot layout for our young sons. An early 1970s engine augmented the 1920s and 1940s motive power. More cars were also added over the next few years. All that equipment headed into the attic once our boys hit their high school years.

Fast forward now to the Christmas season of 1999. Our oldest two grandchildren were visiting, and we took them to see Northlandz — a model train empire within driving distance of our North Jersey home. The kids really enjoyed seeing the trains, and so did I! It got me back into the hobby, and early in the year 2000, I began to erect benchwork in the basement. I am still working on that HO-scale layout, which features my Jersey Highlands Railroad. The railroad is loosely based on the NYS&W Railroad. Motive power appears from both the Susquehanna and any railroad that interchanged with the Susquehanna in northern New Jersey (Erie, Lackawanna, Jersey Central, L&HR, L&NE, and so forth). Oh, and that HO equipment my father gave me in the late 1950s still makes an appearance on the Jersey Highlands RR. It is great to watch that Varney Little Joe engine waddle around the layout and those loud gear noises the Gilbert engine produces sound somehow “right.” I did, however, replace the Mantua couplers my father had installed on the rolling stock with Kadec couplers. In 2009, I added my Pennsylvania Logging

Branch in HOn3. I call that the Slate Run Railroad. Work continues on both the Jersey Highlands and Slate Run Railroads.

In the summer of 2003, I joined an Internet modeling forum — the Railroad-Line Forum — which had two main results. First, I became a better modeler from what I learned on that forum, and second, I met Chuck Diljak, who lived nearby. It was Chuck who, in 2006, convinced me to join the NMRA, and I began attending Garden State Division meetings. The timing was perfect since, as I mentioned, I had just retired that year. That fall, the Garden State Division hosted the NER Convention nearby. The first clinic I attended was offered by Bob Hamm, MMR, on the NMRA’s Contest Program. Bob made the entire Contest experience sound so interesting that I went home that night and did the necessary paperwork to enter a small scratchbuilt structure I had just finished into the contest. That experience got me hooked on entering models into NMRA Regional Convention Contests, which led me next to the Achievement Program.

Thanks to the encouragement of Norm Frowley, MMR, who was the Garden State Division’s Achievement Program Chair at the time, I had the Division come over to evaluate my layout for the Scenery Certificate in the fall of 2007. By the time Norm and his crew left my basement, I had earned the Golden Spike, the Scenery Certificate, and several structures installed on the layout had earned Merit Awards. The actual Scenery Certificate, once it arrived, had a date of January 2008 on it. At that point, I set a personal goal to finish one certificate a year, which would earn me my MMR by 2014. Ultimately, I missed that goal by one year. Then again, after six years of retirement, I went back to my old school district for the 2012–13 school year to serve as Interim Superintendent of Schools. Not much modeling occurred that year.

As is often the case when working toward a long-range goal, there are times when progress slacks off. It is at those times when it is helpful to have people around you to give you the necessary encouragement to continue. In my case, that support came from my wife Bonnie, Chuck Diljak, Norm Frowley, MMR, and Pete Magoun, MMR. Pete, who lives in northern Michigan, was another modeler I initially met on the Railroad-Line Forums. Since then, we have met in person many times. Pete became my primary “nudger” to get me across the finish

line. So to Bonnie, Chuck, Norm, and Pete, I say, “Thank you.”

My involvement in the AP Program has made me a better modeler and has added to my enjoyment of the hobby. So too has my increased participation in the NMRA at both the Division and National levels. I have served as a Director and Officer of the Garden State Division and currently serve as its President. Also, two years ago, NMRA President Charlie Getz appointed me as the Manager of the NMRA’s Education Department. The NMRA is mainly a volunteer organization, and its success depends on members who are willing to roll up their sleeves and get involved. My involvement has been tremendously rewarding. If you haven’t gotten actively involved in the organization, I urge you to give it a try!

### **AP Certificates – Bruce De Young**

#### **Golden Spike**

**Master Builder – Scenery**

**Master Builder – Structures**

**Model Railroad – Author**

**Association Volunteer**

**Master Builder – Cars**

**Model Railroad Engineer – Electrical**

**Model Railroad Engineer – Civil**

### **CORRECTION**

The August 2015 MMR bio for Jim Younkins failed to mention that he had also earned the Certificate for CARS, thus satisfying all the requirements for MMR. The AP Department thanks all the eagle-eyed members who noticed this omission in his biography.

*Frank Koch, NMRA AP Chairman*

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