

# 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 (HO, HON3)  
23 Holiday Lane  
West Milford, NJ 07480  
H: 973-697-8098 C: 201-803-9766  
e-mail: educate@nmra.org

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 Consultant  
Christina Ganzer Zambri  
3 Buffa Dr.  
Somerset, NJ 08873 H: 732-609-5221  
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  
H: 513 226-2233  
e-mail: pubs@nmra.org

NMRA Communications Director  
VACANT

**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**

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 Secretaries: send all  
changes in Region officer infor-  
mation to the NMRA Secretary:  
secy@nmra.org.**

## REGION PRESIDENTS

Australasian Region—Graham Young  
12 Hickory Court, Buderim QLD 4556  
H: 61 7 5479 0339 M: 61 418 364 375  
e-mail president@nmra.org.au

British Region—David McLaughlin  
4 Springfield Cottages  
Brewery Hill, Upton Cheyney  
BS30 6NA United Kingdom +44 771 22 66 918  
e-mail: brprez@nmra.org.

European Region—Alain Kap, MMR (HO,  
HON3, On3/30)  
Kammerforststrasse 3a  
D-54439 SAARBURG, Germany  
Phone: +49 6581-603045  
Mobile: +352 691-325089  
e-mail: erprez@nmra.org.

Lone Star Region—Chuck Lind, MMR  
3680 CR 324, Navasota, TX 77868  
e-mail: lsrprez@nmra.org  
H: (979) 219-3305

Mid-Central Region—Robert Weinheimer  
MMR  
398 Mount View Dr., Charleston, WV 25314  
H: (304) 343-1428 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: mcoprez@nmra.org

Mid-Eastern Region—Kurt Thompson  
350 Ternwing Drive, Arnold, MD 21012  
410-507-3671 (cell)  
e-mail: merprez@nmra.org

Midwest Region—Steve Studley  
5115 N Echo Bend, Bloomington IN 47404  
H: (812) 876-9726 e-mail: mwrprez@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—Scott Kremer  
42490 Ravina Ct, Northville, MI 48168  
H: (734) 420-2314 e-mail: ncrprez@nmra.org

Northeastern Region—John Doehring  
34 Hadley Rd, Pepperell, MA 01463  
H: (978) 877-9148 e-mail: nerprez@nmra.org

Pacific Coast Region—Ed Merrin  
2115 E. Foothill Dr., Santa Rosa, CA 95404  
H: (707) 542-3620 e-mail: pcrprez@nmra.org

Pacific Northwest Region—Kurt Laidlaw  
4517 Merry Ln W, University Place WA 98466  
H: (253) 495-8351 e-mail: pnrprez@nmra.org

Pacific Southwest Region—Gary Butts  
5991 Kenwick Cir, Huntington Beach, CA 92648  
H: (714) 842-4980 e-mail: psrprez@nmra.org

Rocky Mountain Region—Denny Krausman  
9609 Silver Hill Circle, Lone Tree, CO 80124  
H: (303) 880-1879. e-mail: rmrprez@nmra.org

Southeastern Region—Alan Mole  
4125 Alistar Park Dr., Cumming, GA 30040-6753  
H: (770) 315-7244 e-mail: serprez@nmra.org

Sunshine Region—David M Barron  
2125 Rickover Place, Winter Garden, FL 34787  
(407) 625-0309  
e-mail: ssrprez@nmra.org

Thousand Lakes Region—Jay Manning  
7100 Stoney Creek St, Sioux Falls, SD 57106  
e-mail: tlrprez@nmra.org

2019 NMRA National Convention Dates and National Train Show Reservations:  
2019—Salt Lake City, UT • July 7–13, 2019 • <http://www.nmra2019slc.org>  
Train Show Booth Reservations—Jenny Hendricks Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328  
423-892-2846 • [ntsreg@nmra.org](mailto:ntsreg@nmra.org)  
• 2020—St. Louis, MO • 2021—Santa Clara, CA • 2022—Birmingham, England

## ACHIEVEMENT PROGRAM

### NMRA AP CERTIFICATE REPORT

NOVEMBER 2018

GOLDEN SPIKE

#### Lone Star Region

John Garfield, Burseson, Texas

#### Mid-Central Region

Mark Albert, Cincinnati, Ohio  
Daryl Arend, Louisville, Kentucky  
Joseph Martin, Louisville, Kentucky  
Richard Osburn, Huntington, West Virginia

#### Mid-Eastern Region

Paul Hutchins, Waldorf, Maryland  
Nicholas Kalis, McLean, Virginia

#### North Central Region

Robert Scherer, Berkley, Michigan

#### Northeastern Region

Peter Darling, Scottsville, New York

#### Rocky Mountain Region

Joseph Lemmo, Pagosa Springs, Colorado  
Keith Osojnak, Salt Lake City, Utah

#### Southeastern Region

John Bacon, Atlanta, Georgia  
Thomas Lloyd, Norcross, Georgia  
James Rogers, Hoschton, Georgia  
Joe Sullivan, Atlanta, Georgia

### MASTER BUILDER - MOTIVE POWER

#### British Region

Eric Belshaw, Derby, England

#### North Central Region

Peter Magoun, Traverse City, Michigan

### MASTER BUILDER - CARS

#### Mid-Central Region

Chris Broughton, Louisville, Kentucky

#### Mid-Eastern Region

Norman Garner, Portsmouth, Virginia

#### Rocky Mountain Region

Stewart Jones, Denver, Colorado

### MASTER BUILDER - STRUCTURES

#### Mid-Central Region

Richard Maloney, Louisville, Kentucky

#### Northeastern Region

Paul Lessard, Manchester, New Hampshire

#### Pacific Northwest Region

Max Magliaro, Oregon City, Oregon

### MASTER BUILDER - SCENERY

#### Southeastern Region

Tracy Scrimsher, Crossville, Tennessee

### MODEL RAILROAD ENGINEER - CIVIL

#### Lone Star Region

Michael Ross, Ft. Worth, Texas

#### Mid-Central Region

Richard Maloney, Louisville, Kentucky

#### Mid-Continent Region

Edward Bommer, Tulsa, Oklahoma

### MODEL RAILROAD ENGINEER -

#### ELECTRICAL

#### Lone Star Region

James Kelly, Houston, Texas

#### Northeastern Region

Benjamin Maggi, Loudonville, New York

### CHIEF DISPATCHER

#### Southeastern Region

Thomas Lloyd, Norcross, Georgia

### ASSOCIATION VOLUNTEER

#### Mid-Central Region

Jim Rollwage, Wilmington, Ohio

Paul Kurutz, Renova, Pennsylvania

#### Mid-Eastern Region

Bruce Blackwood, Mt. Airy, Maryland

#### Pacific Coast Region

Christopher Palermo, San Carlos, California

#### Southeastern Region

Thomas Lloyd, Norcross, Georgia

### MODEL RAILROAD AUTHOR

#### Mid-Central Region

Eric Waggoner, Louisville, Kentucky

#### North Central Region

Dan Kempf, Ann Arbor, Michigan

#### Rocky Mountain Region

Stewart Jones, Denver, Colorado

### MASTER MODEL RAILROADER

MMR 624 Eric Belshaw, Derby, England  
MMR 625 Norman Garner, Portsmouth, Virginia

AP QUESTIONS: 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 [fkoch@hotmail.com](mailto:fkoch@hotmail.com)

If you prefer to write, contact Frank at 4769 Silverwood Drive, Batavia, OH 45103.

**The** *NMRA TURNTABLE*  
**makes the internet a little**  
**smaller.**

If you're spending hours doing internet video searches, you're wasting valuable modeling time! The *NMRA Turntable* brings the best of the best model railroading videos to your mailbox every month. It's one more benefit of NMRA membership!

**If you're not receiving it, contact NMRA HQ and make sure they have your current email address!**





**MARK NORMAN EARNS MMR #617**

**F**or me, railroading began with stories told to me about riding steam locomotives in the U.S. just before we moved to Asia. I was only two weeks old at the time.

We were soon stationed in Oxfordshire, England. My first model railroad was a tinplate steam locomotive that I could straddle and scoot along the roadway. It was great fun. It was a bitter-sweet day when my parents said that it was being donated during a charity drive. The sweet part was knowing that another child would soon be enjoying it.

What followed were two Fleischmann locomotives. One was a Union Pacific diesel, the other a German steamer, along with a mix of German and American cars — all of which are part of my “heritage” collection.

My father came home one day with a beautiful, large Fleischmann book of track plans complete with wiring instructions. I pointed out that the entire thing was written in German! Ever helpful, Dad said to figure it out.

I have great memories of the two of us working on simple structures together. The Plasticville kits were literally a snap to put together. They were assembled and disassembled countless times. Other kits were cardboard with colored cellophane windows. A stucco-type material was mixed and applied to the outside. Most of these kits are still around. One, the Plasticville Factory, was repurposed, be-

coming the whimsically named Sherman’s Fire Supply, located on the Georgia staging area. It earned a Merit Award.

We didn’t have a car, so we took trains while in England and on the continent. On one of our trips, my mother and I shared a compartment on the train from Rome to Naples with two young Italian soldiers. They “adopted” me for the day, playing cards and taking me out on a paddle boat in Naples.

Moving back to the U.S., we continued to live in a number of locations. I digressed for a while building planes, spacecraft, and ships. As a pre-teen, I entered a Gemini spacecraft into a contest at the hobby shop. It didn’t earn an award; however, it did provide me the opportunity to see the craftsmanship of serious modelers. In hindsight, my model was primitive. Assembly was done using tube glue. There is little doubt my glue fingerprints were part of the model. Everything was hand brushed. One of the “older” gentlemen kindly suggested that I look into purchasing an airbrush. I had no idea what he was talking about, but the hobby shop owner matched me with an entry-level model and a can of compressed air. A goal was forming.

While based in Texas, I earned the Eagle Scout Award. Ironically, I did not earn the Railroading Merit Badge.

Modeling took a back seat for a time while I pursued my education, began my professional career in Florida, and started a family. Having long-since learned to read the Fleischmann track plan book, UPS (my employer) transferred me to Louisville, Kentucky, to assist with the start-up of international operations.

While attending a train show, a member of Division 8, John Bowman, invited me to a meeting. Now having a basement, a few structures, rolling stock, and an NMRA membership, I returned to the world’s greatest hobby in earnest.

At first, I began building a cookie-cutter layout I found in a track plan book. Even before the first locomotive ran, I found the layout lacking. I read a few planning books, but my heart was not into track design. Instead, I outlined what my miniature world would look like. It would depict north and central Florida where I had spent my young adulthood. The miniature people, industries, etc. would be a tribute to places I had been and people I knew.

With these materials in hand, I reached out to the Dean of Model Railroading, the late John Armstrong. He agreed to terms and I patiently waited for his track plan. The result was the St. Johns & Atlantic Transportation system. The design was and is brilliant. Along with the drawings he sent a cassette tape describing how it should be operated. Throughout the lengthy recording was a constant “tick-tock” sound. Years later, he was again featured in Model Railroader. A picture in the article showed his desk with a metronome. One more mystery solved.

The layout was built and operated then temporarily stored following yet another move. I built a small layout to test concepts and equipment.

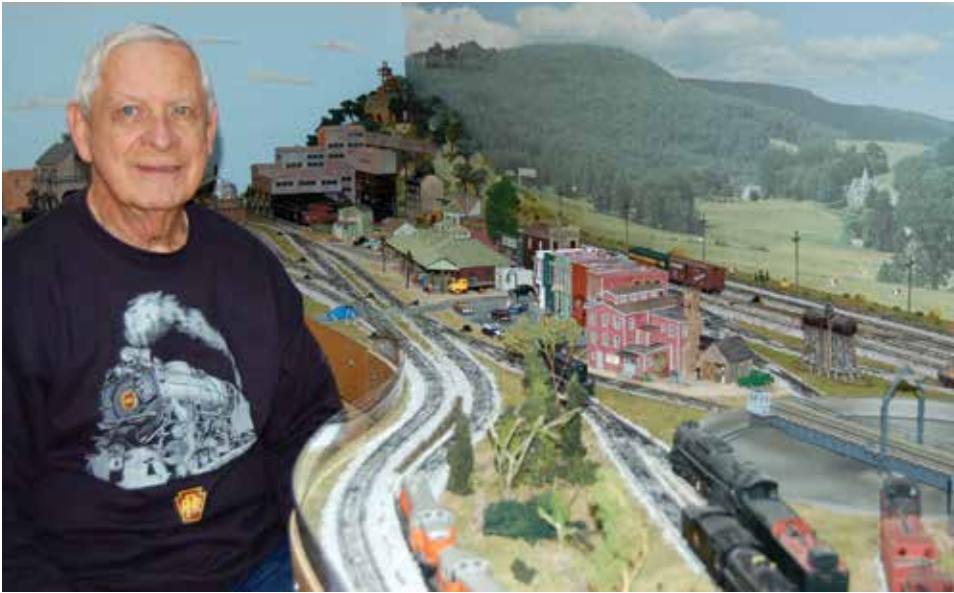
My path to Master Model Railroader began with the encouragement of MMR Charlie Hansen, who was the Division AP Chairman. He and subsequent chairs encouraged, guided, critiqued, and suggested. Countless judges and members provided thoughtful suggestions. I’ve learned from everyone and wish to thank them all. Every layout visit, convention, clinic, and conversation has provided me with new insights. Even now, having achieved the goal of MMR, I realize how much more there is to learn. Model railroading is akin to a beautiful diamond with seemingly endless facets to appreciate.

Being a goal-oriented person, my path to MMR was to decide which certificates to pursue first and then to break them into smaller goals and tasks. Every item built has a place on the layout, which has kept things fresh and relevant. Having achieved this distinction, I’ve come to realize how much more there is to learn. The world’s greatest hobby is an endless source of fun and camaraderie. I look forward to helping others achieve their goals in any way that I am able.

### Certificates Earned Mark Norman

**Master Builder-Cars  
Master Builder-Structures  
Model Railroad Engineer-Civil  
Model Railroad Engineer-  
Electrical  
Association Official  
Association Volunteer  
Model Railroad Author**





### ANDY DOLL EARNS MMR #621

This is my journey; not so much about me, but rather about all the help and encouragement I have received along the way. Since my first railroad memories began at the age of five, this trip to finally qualifying for my Master Model Railroader designation has taken close to 78 years.

During the first 18 years of my life, I lived in three different houses in Port Allegany, Pennsylvania, none of them further than one block from the tracks of Pennsy's Buffalo–Harrisburg main line.

Shortly before the Second World War, Santa gave a Lionel Hudson train set to my two younger brothers and me for Christmas. Since we were probably “too young” to operate it, we at least got to watch Dad and his friends run it around the attic floor. Before the next Christmas, when one of Dad's friends asked my next oldest brothers what he wanted Santa to bring him, the reply was “I want a train just like Dad's.”

Following America's entrance into WWII, traffic on the Pennsy line increased exponentially as all manner of war material began moving from Buffalo to east coast ports around Philadelphia. Ford, General Motors, and Chrysler plants in and around Detroit switched from automobile production to the building of tanks, planes, jeeps, military trucks, artillery, and munitions. Detroit's production was shipped by boat the length of Lake Erie and then moved southeast on the Pennsy.

All this shipping passed within one block of my house. The double-tracked line passed through a depression with six- to eight-foot-high banks on either side. I

used to sit on the bank watching the trains pass. The flatcar loads were impressive and very sobering even to a seven- to ten-year-old (my age during the last four years of the war). I didn't know there were so many flatcars. Squadrons of fighter planes from Bell Aircraft in Niagara Falls with wings strapped beside their fuselages made up entire trains.

Passenger traffic during this period also doubled or tripled as troop movement was increased in both directions.

The southbound trains stopped at the water tank downtown to take on water prior to the climb over Keating Summit. This stop usually placed the cabin car of these mile-long freights right in front of me on my perch along the tracks. Then Act II unfolded as two M1 helper units were coupled onto the cabin car to assist in the train's ascent.

Dad had attempted to enlist in the Army, but was declined because of the size of his family — I had four brothers and sisters at the time. Alternatively, he went to work at the Bell Aircraft plant in Niagara Falls. Thus, he became a commuter and left town each Sunday night at 5:30 and arrived home again on Fridays at 11 PM. I could sit on my bank and wave to him as he headed back to work on Sundays.

Trains also brought hoboes to town. Just before the war, we were frequently visited by hoboes. They would come by the house and barter for a meal. I can remember Mom having probably the sharpest knives in town since most of the hoboes happened to be carrying a whetstone in their bindle. Mom said that they all stopped at our house because previous hoboes had placed a mark indicat-

ing that our house was a friendly stop. I never did find that mark.

One thing has puzzled me since I became a model railroader. Most of the model Pennsy locomotives I have seen have the engine cab roofs and the tender decks painted Tuscan red. During the war years, and on through my high school years, I don't recall ever seeing red paint on the topside of any of the M1s, K4s, L1s, or I1s it was my privilege to watch in operation. Obviously, it must have been the coal smoke grunge that was covering the red paint. I do remember my mother complaining when the wind blew that smoke into our backyard and onto a line full of just-washed clothes.

While in high school, I discovered *Model Railroader Magazine*. The local drug store had a couple of copies in their magazine rack. I couldn't afford a subscription at the time, but the druggist wrote my name on each monthly issue as it arrived and saved it for me to retrieve on my next visit. I pretty much knew which day to look for it.

During my junior and senior years of high school, I helped Dad after school and on Saturdays at the depot. He was the Railway Express agent. I got to move the baggage carts and load and off-load Express packages from the southbound noon train and the northbound afternoon train.

While working at the depot, I got to know the dispatchers rather well. Here is where I learned some of the finer points of cussing. It was a great place for a kid. Sometimes one of the road engines would stop and the engine crew would come into the depot. They always seemed to be giant men in their bib overalls, Levi jackets, gauntlet gloves and hats, and goggles lifted up to reveal black rings around their eyes. They looked like Gods to me, and I very likely would have become an engineer if it were not for the fact that diesels were arriving on the scene. Diesels had absolutely no attractive power over me.

Another mind-blowing experience I had at the depot was the day the dispatcher asked if I would like to hold the message hoop up for a train that would be arriving momentarily. I had watched him do it several times, and it looked like something I would like to try. Heeding his warning that I would only have one chance to make the handoff, and that the engineer would be very mad if he missed and had to stop the train and walk back for his train orders, I readied for the approach. There are few experiences as terrifying and exhilarating as standing three feet from the rails as double-headed M1s pounded past

at 50 to 60 miles per hour. It does tend to really get the heart started. I did complete a successful hand-off.

In the summer of 1950, I got my first ride on a passenger train. I would be attending the Boy Scout National Jamboree at Valley Forge. A Pennsy overnight special picked up Scouts from western New York and Pennsylvania. We arrived in Philadelphia around breakfast time and switched from K4 power to GG1s for the run through the city, and then back to K4s to complete the trip to the Jamboree.

While in college, I moved to Tucson, Arizona, and it was there that I built my first layout on a 4x6-foot sheet of plywood anchored to the top of a corner bookcase above my bed. I was lucky enough to win an HO train set in a local dealer's Christmas drawing. I now had equipment and power to complete my over-the-bed layout. An older neighbor seeing the train set decided to rekindle an old hobby fire, bought his own set and a sheet of plywood. He is the one who encouraged me to try my hand at scratchbuilding. Following the plans in an early 1950s issue of *MR*, I built a Pennsy depressed-center flatcar from cardstock and balsa. Sixty years later, that car became one of the cars earning my AP Cars Certificate.

Model railroading then took a back seat to college, marriage, family, and career. Through most of the early years, I did subscribe to *Model Railroader* to keep in touch with the hobby. In addition to not having the time, I never had the space for a layout. Then the subscription lapsed.

Four years from retirement, while sitting in my knee surgeon's waiting room, fate stepped in.

In the magazine rack, I found a relatively new issue of *Model Railroader*, left there by a benevolent someone whom I will thank forever. I restarted my subscription and began filling in the missing issues until I almost completed a collection from the mid-1940s to the present. I probably would have attempted a full collection if *Model Railroader* had not rendered my collection worthless by putting all the issues on DVD.

Shortly after my retirement, the Boise Airport declared part of my subdivision to be in a noise abatement area and offered to purchase my property. Needless to say, I accepted their offer. We had a home built in a newer subdivision. This house had a three-bay garage. The largest bay was 14 x 31-feet and was walled off to be my woodworking shop. Two years later, the first benchwork was constructed, and the railroad which goes around the room pushed the woodworking tools to the center. When I have an open house, the tools get moved all the way out to the main garage. I hardly do any woodworking these days.

I joined the NMRA in 2003 and attended the National Convention in Seattle, Washington, in 2004, since it was practically in my backyard. I wasn't even aware of Divisions until I received a mailed notice of the Third Division's Spring Meet in 2005. At that meet, I met the late Bruce McCosh. He invited me to visit his layout, which was nearing completion, the following Wednesday. The operating crew, which also included Tom "ET" Waters and Jerry Thomas, met at Bruce's almost every Wednesday night for the next 12 years until he left us. During this time, the crew each earned their Chief Dispatcher Certificate.

Bruce was the Division's AP Chairman and asked us every week what was new on our layout and what were we building or modeling. He was also our motive power guru. Because of him, we were able to keep our locomotives running and on schedule.

When I had completed laying my main-line tracks, Bruce and Bob Parrish, "the Pros From Dover," spent an evening wiring the system for DCC control. In the process, they taught me what I needed to know so that I could wire additional trackage, yards, and sidings as completed.

Bob Parrish, MMR, was a frequent judge of my structures and cars. He knew that I welcomed comments — negative as well as positive — and he dispensed them liberally. He also gave me the final push I needed to complete my last three Certificates.

Before I started building structures for judging, another friend, Bruce Oberleitner, began bringing judging-quality structures to meet contests. He always seemed to be trying a new method of painting or weathering he had found on the internet. We could count on him for a mini-clinic on structures at every event. It was his brine staining weathering system that boosted my scoring point totals. A big thank you to Bruce for lifting my results at least two levels.

Ray Towers, a retired Union Pacific engineer, also an attendee at the first hour BS sessions on Wednesday nights, was a supplier of hard to find trackwork, kits, and scenery clutter. He has 20 to 30 vendor tables at shows throughout the area. If he knows what you are looking for, and doesn't have it, he will find it at one of his shows and bring it home for you. His layout scenery, in my opinion, is the best in the Third Division. It is certainly an inspiration to the rest of us when working on our scenery.

And I can't forget my wife, Judy. She gets the biggest thank you of all. Without her support, I would not have enjoyed my weekly visit with Bruce, Tom, Jerry, Ray, and whoever else happened to drop by. And as you all know, I did spend a few hours in my train room.

### Certificates Earned Andy Doll

**Association Volunteer**  
**Chief Dispatcher**  
**Master Builder – Structures**  
**Master Builder – Cars**  
**Master Builder – Scenery**  
**Model Railroad Engineer – Electrical**  
**Model Railroad Engineer – Civil**

## Did you know?

As a member, you can attend the annual and mid-year Board of Directors meetings (except during closed sessions). The annual BOD meeting occurs the weekend before the National Convention and the mid-year meeting typically occurs in early February.

This year's mid-year meeting will be held in Atlanta, Georgia at the Drury Inn & Suites.

The public is invited to observe this year's mid-year BOD meeting on February 16, starting at 9am. The meeting lasts all day and sometimes continues through Sunday if needed. Watch [www.nmra.org](http://www.nmra.org) for details.

Members wishing to observe the BOD meeting are asked to sit around the room — the tables are reserved for BOD members.

**You can observe a Board of Directors meeting.**