



NMRA BULLETIN

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HEADQUARTERS

WHO DO I CONTACT...?

Members needing to make address changes, request back issues, or replacement issues of *SCALE RAILS* should contact the staff at the National Headquarters office in Chattanooga, Tennessee, at (423) 892-2846 or by email at nmrahq@aol.com.

BIDS FOR THE NMRA NATIONAL CONVENTION

The NMRA Meetings & Trade Show Department is requesting bids from potential host groups for the 2013 NMRA National Convention.

The convention area for 2013 is the Eastern Seaboard area of the USA, Canada and all of Europe. The eastern area in North America is roughly defined as east of a line from the western border of Pennsylvania and the Quebec/Ontario border and east of the Appalachian Mountains in the south.

If a group desires to host the NMRA National Convention, a letter of intent must be sent to the Meeting & Trade Show Department no later than January 1, 2008. Informational documents will be supplied to you so that you can understand the scope of requirements for the national convention.

If interested in hosting the NMRA National Convention, please contact Henry Jordan at 301-598-0175 (E-mail CONV@HQ.NMRA.ORG).

BOARD OF DIRECTORS

See you in Grand Rapids in 2012

During the annual Board of Directors meeting prior to the NMRA National Convention in Detroit in July, delegations from Indianapolis, Indiana, and Grand Rapids, Michigan, gave excellent presentations documenting why their cities were ideal sites for the 2012 National Convention. Both groups clearly had the enthusiasm and staffing skills required to run a top-notch convention, but Grand Rapids had a clear

edge in cost-containment, especially for the National Train Show facility.

(The 2008 convention will be in Anaheim, California; 2009 in Hartford, Connecticut; 2010 — our 75th anniversary convention — in Milwaukee, Wisconsin; and 2011 in Sacramento, California. At least three cities appear to be interested in bidding for the 2013 convention, which will be held in the East.)

VP Dave Liesse steps down

NMRA Vice President and former Secretary Dave Liesse tendered his resignation at Detroit, noting that changing personal circumstances made it impossible for him to continue effectively in that role. Dave stated he would continue to serve the NMRA to the best of his abilities. The Board accepted Dave's resignation with great regret, and President Mike Brestel and the Board thanked Dave for his years of service to the NMRA.

The Board elected former President Allen Pollock to serve as VP for the remainder of the term.

Howell Day Museum progress

At-large Director, U.S., Charlie Getz provided an update on moving the NMRA's Howell Day Model Railroad Museum to the world-famous California State Railroad Museum in California. In 2008, the Howell-Day Museum, in conjunction with the Narrow Gauge Preservation Foundation, will be opening a gallery exhibit in prime display space on the mezzanine level next to an outstanding toy train exhibit. The officers and board of directors feel this is an exceptional opportunity to promote model railroading and the NMRA, as more than 600,000 people visit the museum each year.

In the years ahead, the California Railroad Museum plans to expand into the historic Central Pacific shops buildings north of the existing museum building in Old Town Sacramento. One of those buildings is earmarked for use as a permanent home for our model railroad museum.

Negotiations to move our library to the California Railroad Museum are ongoing but very slow-moving. If the library is eventually moved to California, our headquarters function and staff will remain in Chattanooga, Tennessee. If the library is moved, it will remain an independent entity, but NMRA members will also gain access to the railroad museum's world-class collection, and their members will have access to our library. Despite the Howell Day

Museum's and possibly our library's pending move to the West Coast, access to these collections will actually be enhanced owing to more viable commercial transportation to that area.

SCALE RAILS

Publisher Larry DeYoung reported that advertising manager Hank Kraichely is retiring. The officers and board of directors thanked Hank for his years of service and for his efforts to offset magazine production costs and hence member subscription fees through a solid advertising base. White River Productions, which produces *SCALE RAILS*, will assume advertising sales responsibility.



Lenny Ohrnell, SR Ad Sales Manager

SCALE RAILS, edited by Stephen Priest, continues to receive high marks from members for its improved content, appearance, and increasing focus on NMRA members and their activities. Efforts to control postage costs, especially in Canada, are ongoing, but the recent large increase in U.S. postage has necessitated an increase in U.S. subscription price to \$15, effective January 1, 2008.

Because *SCALE RAILS* is the NMRA's primary means of communicating with members, several officers and board members are concerned that our present policy whereby a subscription to *SR* is optional at an extra cost does not best serve the needs of either the organization or its members. When the magazine was regarded as little more than a newsletter, perhaps a separate subscription option was warranted. Now that the magazine has been vastly improved and provides real value to the member, this policy appears to have outlived its usefulness. Members' views on this concern are solicited.

A more "welcoming" NMRA

The officers and board are keenly interested in having the NMRA viewed as a "big tent" organization that welcomes everyone who has an interest in miniature trains, from scale modelers and SIGs to "high-railers"

and garden railway enthusiasts. Efforts to hold joint conventions with such groups, and to support special-interest groups to our mutual benefit, are ongoing. The Large-Scale Working Committee continues to explore ways to work more closely with garden railway groups. A representative of the O Scale National Convention organizers attended our Detroit national convention and was impressed with our special O scale layout tours, clinics, and other activities of interest to 1:48 modelers.

The NMRA's liability insurance policy is of special interest to such groups. If event organizers and layout-tour hosts are NMRA members, and if the event is sanctioned by an NMRA division, region, or national and promoted as a joint event, the event's hosts can be covered by our liability insurance should someone be injured during the event.

Some seemingly local events such as prototype modelers meets are often national in scope, so event organizers need a way to petition national to sanction their events. Forms to apply for event sanctioning are therefore being developed.

What do convention attendees want?

It's easy to assume that more people will attend national conventions if they are less expensive, perhaps shorter, and/or in smaller cities, but the officers, board of directors, and local and national convention organizers can't be guided by assumptions. The Hartford host group is therefore conducting a survey of those who attended the Detroit convention to see what they recommend for future conventions.

Additionally, a Board committee (comprising of directors Peter Jensen and Kevin Feeney plus past director Ray deBlicke) was created to review our current convention and train show formats and to survey members and non-members concerning why they do or do not attend national conventions.

What's a "division"?

Members may be surprised to learn that the term "division" is not well defined in the NMRA Regulations. They note that regions may have divisions, but beyond that, the structure and function of a division has no uniform definition.

The board of directors passed a motion requiring that divisions have at least three officers who are NMRA members and who are elected by NMRA members in that di-

vision's territory, as defined by the region (usually on a county-by-county basis). The board wants to encourage NMRA divisions and regions to be as inclusive as they possibly can with respect to welcoming activities with modelers and other railroad-related organizations in their areas.

Rail Pass outside the U.S.

Representatives of NMRA Canada and the U.K. are looking into adopting a program similar to the popular Rail Pass program, which in the U.S. costs \$9.95 for a six-month "trial" membership, including six issues of *SCALE RAILS* and the right to participate in all NMRA membership activities (but not hold office or vote).

Two volunteers thanked for their service

The board of directors passed resolutions officially thanking outgoing Director Ray deBlicke and ad manager Hank Kraichely for their service rendered to the NMRA over an extensive period of time.

MEMBERSHIP SERVICES

100% NMRA CLUB

The "100% NMRA Club" web pages on the national NMRA web site have been completely revised and updated by the program's new coordinator, Chuck Diljak.

The 100% NMRA Club pages now contain a listing of benefits clubs receive by having everyone as an NMRA member. In addition, the web page contains a listing of the qualifications clubs need to meet to be eligible, and some frequently asked questions about 100% clubs. On the page you'll find a link to the "100% NMRA Club" application form, and a link to a listing of all the 100% NMRA clubs in the country, organized by state. There are even handy links to those clubs' web sites.

If your members are in clubs that could use the insurance benefits (and other benefits) of being a 100% NMRA Club, be sure to let them know about the updated web pages. You'll find the main "100% NMRA Club" web page at: <http://www.nmra.org/100Club/100Club.html>

If you have any questions about the program, contact Chuck Diljak at the email address found on the page.

Gerry Leone, MMR

Deputy Chair, NMRA Membership Services & Promotion Dept.

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement

JULY 2007

GOLDEN SPIKE

Mid-Central Region

Chris Broughton, Floyds Knobs, Indiana

Mid Eastern Region

Gene Sing, Cary, North Carolina

MASTER BUILDER - CARS

Lone Star Region

Charles Kirk, Dallas, Texas

Mid-Central Region

Robert Weinheimer, Charleston, West Virginia

MASTER BUILDER - SCENERY

Mid-Central Region

Chris Broughton,* Floyds Knobs, Indiana

Mid Eastern Region

Gene Sing, Cary, North Carolina

Northeastern Region

Phil Monat, Bronx, New York

Sunshine Region

George Nink,* Cape Coral, Florida

MODEL RAILROAD ENGINEER - CIVIL

Mid Eastern Region

William McMillan, Midlotham, Virginia

North Central Region

Joel Goldberg,* West Bloomfield, Michigan

Sunshine Region

Paul Beverly,* Ochlocknee, Georgia

MODEL RAILROAD ENGINEER - ELECTRICAL

Lone Star Region

Tom Crosthwait, San Antonio, Texas

Sunshine Region

Paul Beverly, Ochlocknee, Georgia

CHIEF DISPATCHER

Mid Eastern Region

Joseph Kananowicz,* Fayetteville, North Carolina

ASSOCIATION VOLUNTEER

Mid-Central Region

Paul E. Smith,* Columbus, Ohio

Pacific Coast Region

Bryon Henderson,* San Jose, California

MODEL RAILROAD AUTHOR

Northeastern Region

Phil Monat, Bronx, New York

Southeastern Region

Robert Bell,* Waynesville, North Carolina

MMRS EARNED



JOHN O'NEILL EARNS MMR 395

John O'Neill grew up on a central Nebraska farm with the Union Pacific mainline going through its corner. His first train set, a Christmas present shared with two of his brothers, was a Marx. After a few years of running, the train set was put away and model railroading went on hold for a number of years.

One year after graduation from the University of Nebraska as an industrial engineer, John moved to a new job in Grand Island, Nebraska, where he currently resides. That Christmas, his parents gave him a Santa Fe HO starter train set. Having some time on his hands, John soon built his first layout in the second bedroom of the apartment he and his wife lived in. It was an "up and over" in a 4x6-foot space that soon expanded to a 6x6-foot layout with hidden track underneath. A few locomotives, cars, and a little scenery was added.

Later, John joined a local model railroad club, helped build two club layouts, and also constructed two modules to run in the club modular layout at shows. During this time, John learned a lot about model railroading from Rick Sickler, George Simon, and other club members. After the club was forced to vacate its layout building, the club disbanded and members went different directions. John, who was busy with work and family activities, didn't do much railroading for a few years. He did

limited work on a layout in the basement of the house they were living in, but it didn't have much scenery completed.

John later joined a new area club, currently called the TCMRA (Tri City Model Railroad Association), and met a number of new modelers. John and his wife moved to a new house in 2001 that had a nice large basement for his layout. He moved his old railroad into the new house, soon revised it to fit the space better and increased the mainline length. The layout was named the Goss Valley Branch of the Santa Fe Railroad. About this time John began helping build a new club layout for the TCMRA.

John joined the NMRA in 1986 while attending the Model Retailers Industry Association show in Omaha, Nebraska, but had little involvement with NMRA over the years. In 2003, friend and MMR Lloyd Larson talked to John about working on the AP program and suggested John begin with structures. Lloyd explained the details of the Structures certificate and provided many tips on scratchbuilding. As John continued to work on his structures and cars certificates, Lloyd continued providing scratchbuilding advice and moral support. Lloyd was also a frequent source of needed materials and detail parts.

In 2004, John attended the NMRA Convention in Seattle with Lloyd, and picked up a lot of information and ideas. John attended every clinic of interest he could (his count was 31 clinics), fitting them around a steam trip and layout tours. He found the clinic ideas extremely useful and used them as he worked on his certificates. The convention was an awesome experience for John, and he was on the go from early morning until late at night.

John attended one of Marty Vaughn's clinics in Seattle and discussed his work on the Structures AP. John promised Marty he would complete his first scratchbuilt building for MCoR regional show in Topeka. John followed through and received a merit award for this freight house. He also helped with merit judging at this show and learned more about the AP scoring process.

Marty continued to be extremely helpful explaining requirements of AP certificates and providing encouragement for John to keep working on them. About this time MMR Earl Mullins, John, and other fellow club members worked on some AP certificates as a group activity. Earl completed requirements for MMR in 2006, and then continued to help John with advice,

helpful prodding, and kind words of encouragement.

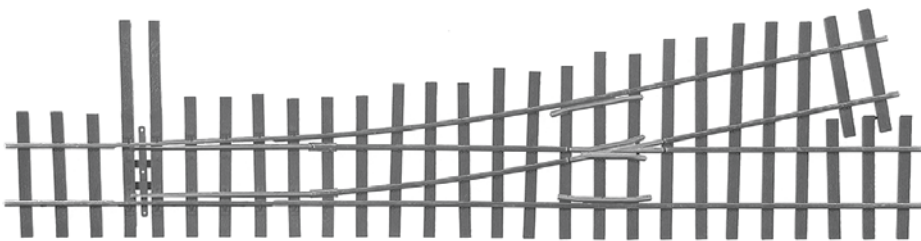
John is currently Platte Valley Division Director, RPO newsletter editor, and President-elect for the TCMRA club. He looks forward to continue learning new skills to use in his model railroading, and helping other people learn new skills to increase their enjoyment of model railroading as a hobby.

John has earned Certificates of Achievement for Master Builder-Cars,

Master Builder-Structures, Model Railroad Engineer-Civil, Model Railroad Engineer-Electrical, Chief Dispatcher, Association Volunteer, and Model Railroad Author.



On30 TURNOUTS New From Micro Engineering



The Micro Engineering On30 #5 Code 83 or 70 Turnouts are DCC compatible right out of the package with no modifications necessary and are also fully compatible with traditional DC block power systems. The turnouts match Micro Engineering On30 Flex-Trak and feature small, scale size spikes, no tie plates which was normal practice on narrow gauge railroads, slide plate and rail brace detail, sprung switch rails, cast metal frog and guard rails, optional positioning of headblock ties on either side of the turnout, and detailed instructions including wiring. See them at your dealer or order direct.

14-403	On30 Code 83 #5 LH	\$22.95	14-453	On30 Code 70 #5 LH	\$22.95
14-404	On30 Code 83 #5 RH	22.95	14-454	On30 Code 70 #5 RH	22.95



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Fenton, MO 63026

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Time to Fall Back!

Now that summer has ended, it's time to take out those modeling projects that have been sitting on the shelves. Get into the swing of modeling your favorite railroad by using Microscale's wide range of lettering sets.

Here are the latest releases and reruns/revised.

HO	N	
90121	70121	Stencil RR Roman Alphabet & Numbers - White
90122	70122	Stencil RR Roman Alphabet & Number - Black
90128	70128	Stencil RR Roman Alphabet & Number - Dulux
87-75		Southern Pacific Heavy Steam - Revised
87-527		GE & EMD Data and Builders Plates - Restock
87-1019		Canadian Nation Steam Locomotives - Restock

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