

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

**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—Carl Smeigh
30543 Lettingwell Circle
Wesley Chapel, FL 33543
H: 727-512-9729
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—Charles Henty
39 Dartmouth Road
Ruislip, Middlesex, HA4 0DD
United Kingdom +44 7940032509
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 — Brad Slone MMR®
PO Box 313, Dixon, MO 65459.
H: 573 308 7144
e-mail: mcorprez@nmra.org

Mid-Eastern Region—Kurt Thompson, MMR®
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: 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—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—Chris Palermo
230 Alberta Avenue, San Carlos, CA 94070
H: (650) 208-3150 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, MMR®
5991 Kenwick Cir, Huntington Beach, CA 92648
H: (714) 842-4980 e-mail: psrprez@nmra.org

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

Southeastern Region—Larry Burkholder
206 Coyatee View, Loudon, TN 37774-2172
H: (865) 408-9903 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

2020 NMRA National Convention Dates and National Train Show Reservations:
2020—St. Louis, MO • July 12–18, 2020 • <http://www.gateway2020.org>
Train Show Booth Reservations—Jenny Hendricks Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • ntsreg@nmra.org
• 2021—Santa Clara, CA • 2022—Birmingham, England

ACHIEVEMENT PROGRAM

**NMRA AP CERTIFICATE REPORT
DECEMBER 2019
GOLDEN SPIKE
Mid-Central Region**

Roger Merritt, Winchester, Kentucky

**MASTER BUILDER - CARS
Thousand Lakes Region**

John Niemeyer, Bloomington, Minnesota

**MASTER BUILDER - STRUCTURES
Midwest Region**

James Osborn, McHenry, Illinois

Pacific Southwest Region

Gary Butts, MMR®, Corona, California

Thousand Lakes Region

John Niemeyer, Bloomington, Minnesota

**MASTER BUILDER - SCENERY
Lone Star Region**

Pete Leach, Tomball, Texas

Mid-Continent Region

James Lorhan, MMR®, Hastings, Nebraska

Southeastern Region

Gerald Mabry, Meridian, Mississippi

**MODEL RAILROAD ENGINEER - CIVIL
Lone Star Region**

Pete Leach, Tomball, Texas

Mid-Eastern Region

Jerry Lauchle, MMR®, State College, Pennsylvania

**MODEL RAILROAD ENGINEER -
ELECTRICAL**

Lone Star Region

Pete Leach, Tomball, Texas

North Central Region

Richard Murphy, Canton, Michigan

CHIEF DISPATCHER

Mid-Eastern Region

Dick Schwanke, Abingdon, Maryland

Sunshine Region

Eric Menger, Vero Beach, Florida

ASSOCIATION OFFICIAL

Mid-Central Region

James DiPaola, Ravenna, Ohio

North Central Region

Bruce DeYoung, MMR®, Holly, Michigan

**ASSOCIATION VOLUNTEER
Mid-Central Region**

Jim Corbett, Cincinnati, Ohio
Charles Endreola, Cincinnati, Ohio
Russ Poynter, Alexandria, Kentucky
Jeffrey Stone, Kent, Ohio

Midwest Region

Jeremy Dummmler, Wauconda, Illinois

Northeastern Region

Andrew Brusgard, Union, New Jersey

MODEL RAILROAD AUTHOR

Mid-Central Region

Bruce DeMaeyer, Versailles, Kentucky

MASTER MODEL RAILROADER®

MMR® #649 Pete Leach, Tomball, Texas

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

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

FROM HEADQUARTERS

RESULTS OF THE REGIONAL ADVISORY COUNCIL DIRECTOR ELECTION

Rick Coble, NMRA Secretary

The Regional Advisory Council (RAC) Director election opened December 2, 2019, and closed at the end of the day December 28, 2019. After votes were tabulated,

Bob Weinheimer, MMR®

was elected RAC Director. Bob will begin serving his term at the 2020 NMRA National Convention in St. Louis, Missouri, replacing Steve August, who was not eligible to run due to term limits.

Ballots were submitted by 13 of 18 RAC members.

The RAC Director is the voice of each of the NMRA's 18 Regions on the NMRA's Board of Directors. If your Region has some special concerns or questions, address them to the RAC Director at raccdir@nmra.org.



MIKE EVANS EARNS MMR® #642

Like most in our wonderful hobby, my first introduction to miniature electric trains was a Lionel train set. We lived in a small apartment in the suburbs of New York City, so my layout consisted of an oval of track attached to a board that lived under my parent's bed.

My interest in trains, however, was implanted long before that. My grandfather, E.B. King, was a Delaware & Hudson railroad engineer. I have vague, early childhood memories of several toy "push" trains, a crude train made from milk cartons, and even some clothes that had images of trains. So, I was interested in trains long before the Lionels appeared.

My father traveled extensively for business, so my mother and I spent all of every school vacation residing with my grandparents outside rural Plattsburgh, New York. To say my grandfather had a huge influence on my life is an understatement. I have often said he liked to talk about anything..... as long as it was trains. At some point, a 4x8 sheet of plywood was erected in a spare room, some HO-scale trains were acquired, and the enjoyment of building a layout began. The layout never progressed beyond bare plywood — every summer, I changed the track plan, at least once, in search of that "perfect" track plan. Those summers never seemed to last long enough.

When I was a teen, a neighbor showed me some HO models he had built from wood kits decades before. Model cars and planes were starting to lose their appeal, so it was off to the hobby shop for a train kit. I came home with an Ambroid poultry car, and the hook was set. I went on to build several Ambroid, Quality Craft and Silver Streak wood kits.

There was the usual hiatus from model railroading, college, four years serving in the Air Force, marriage, and a brief foray into stock car racing — model railroading on the back burner, but never off the stove.

When I got back to model railroading, the hobby was in the midst of a transformation. Styrene had become the new modeling material. Many modelers were no longer satisfied with the generic but wanted more accuracy — not only in models, but also how they built and operated their layouts. I started modifying plastic kits and detailing diesel locomotives, for the Delaware & Hudson, of course.

My wife and I had lived in several apartments, started a family, and even moved into our first home — still modeling, but no layout yet. In 1984, we made the momentous decision to leave the suburbs and move north to the home in which my grandparents had lived. I would leave ten years in law enforcement and do what many have thought about, open a hobby shop.

In the ten years I had the hobby shop, I met many wonderful folks involved in several different hobbies, but became good friends with several members of the local model railroad club. In 1988, one member, Frank Dietz, convinced me we needed to go to the joint Northeast Region/Niagara Falls Region convention in Rochester, and, we both needed to build a model to enter into the contest. Little did I know the impact that event would have on the rest of my life.

That model, a scratchbuilt D&H produce car, received a Merit Award, New Modeler Award, and started me down the path (albeit long and winding) to Master Model Railroader®.

More importantly, that introduction to the National Model Railroad Association, and some of its terrific members, has resulted in many enduring friendships. I have long heralded the greatest benefit the NMRA has to offer is the opportunity for camaraderie and friendships with people who have similar interests.

I have been an active member of the NMRA and the NER since 1988 and have attended most of the Regional and several National conventions. In 1993, I started judging model contests and continue to support the Achievement Program as both a judge and a contestant. Not only is judging a great way to promote and help sustain the model contest, but seeing up close and

personal what techniques other modelers are using makes you a better modeler. I was Chairman of the NER Nominating Committee from 1997 through 2006, the New York State Director of the NER from 2006 through 2010, and served as the Deputy Chairman of the National Model Contest during 2008 and 2009.

I also joined both the Operations and Layout Designs SIGs. I figured by the time I had space for a layout, there would be no time for a do-over — I would have to get it right the first time. Information gathered by reading the SIG publications and operating on many layouts helped me avoid many of the pitfalls of the first-time layout builder.

In the early 1990s, I had decided that while there were many interesting sections of the D&H, the 24-mile Rutland Branch (which ran between Whitehall, New York, and Rutland, Vermont) would be short enough to fit the space that would become available, yet provide plenty of interest and operation. Finally, in 2002, an addition to the house meant I had a 22x28-foot basement, which temporarily had to share space with a workshop and storage but would eventually be devoted to the Rutland Branch, circa 1952. Some space

was cleared, and with the help of Glenn Glasstetter, a layout was begun down one wall of the basement.

Even modeling a 24-mile branch, I was not happy with how close together the towns would be. In 2006, Glenn and I attended the National Convention in Philadelphia. After visiting several layouts and attending numerous clinics, I spent a sleepless night redesigning my layout, adding a helix and a second deck, which allowed me to increase the distance between towns greatly. I came home from the convention and started ripping out and moving sections of the layout. The helix was positioned so that east was always to your right on both levels.

While there is much work still to be done, all the track is in, most of the basic landform is in, scenery has been started, and I have hosted five operating sessions, with more scheduled in the near future.

While I derive great enjoyment from model railroading and have learned a great deal from attending clinics and layout tours at conventions, I feel the greatest asset of the NMRA and NER is the friendships made. Most of the people I consider my

best friends I have met through model railroading.

The honor of achieving the Master Model Railroader® award is the result of the help, encouragement, and friendship of Glenn Glasstetter, Andy Clermont, Bob Hamm, Brian Whiton, and many others. The understanding and patience of my wife and daughters was also paramount. So many family outings included a stop at a hobby shop or something of interest that had to be photographed.

Mike resides outside Plattsburgh, New York, where he is a retired Fraud Investigator. He and his wife, Mary, have two grown daughters.

Certificates Earned
Mike Evans, MMR® 642
Association Official
Association Volunteer
Model Railroad Engineer -
Electrical
Model Railroad Engineer -
Civil
Model Railroad - Author
Master Builder - Cars
Master Builder - Structures

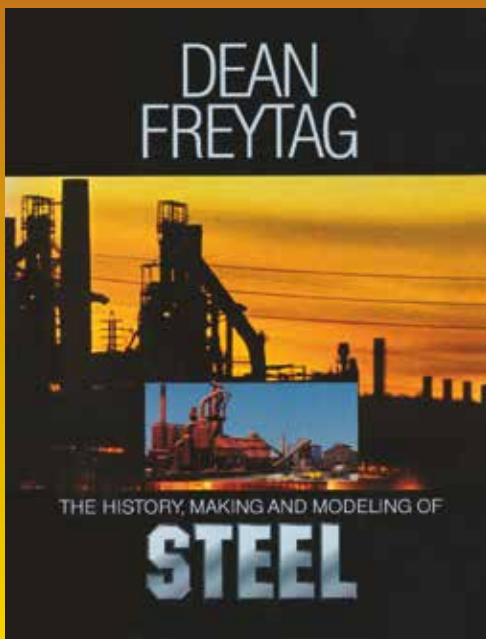
An unprecedented 4th printing!

IT'S BACK. AGAIN.

You can't keep a good book down. So the late Dean Freytag's classic book about the steel industry has been reprinted for a fourth time.

Known as the NMRA's "Man of Steel," Freytag fills 165 pages of this hardcover book with everything you need to know to understand this fascinating industry and the modeling of it.

Like the previous two, this printing features a forward by Freytag himself.



Order by Web: www.nmra.org
 Mail: P.O. Box 1328, Soddy Daisy, TN 37384
 Phone: (423) 892-2846 Fax: (423) 899-4869

Don't miss this opportunity to own a modeling classic and one of the most popular books the NMRA's Kalmbach Memorial Library has ever published. Because there may not be another chance.

\$47⁰⁰

NMRA Members

\$65⁰⁰

Non-Members

Plus \$6.95 U.S. shipping. Inquire about international delivery. All funds in U.S. dollars. V, MC, AMEX & DISC accepted. TN residents must add 9.25% sales tax. Dealer inquiries welcome.



National Model Railroad Association®

We make it more fun!



DAVID YADOCK EARNS MMR® #590

Like most model railroaders, I started in this hobby when I was 6 or 7 years old. I admired the family Lionel train set racing around the Christmas tree every year. Lionel had a unique gift of making trains interesting as well as dependable. At that early age, I had a fascination with the way the trains operated and the different cars on the train. I probably got that fascination from my father. He did passenger car lighting design work for American Car & Foundry in Berwick, Pennsylvania. He later migrated to freight car design work when passenger car production started to wane.

I eventually received an HO train set as a Christmas present. From that small nucleus of one diesel locomotive and three

cars grew my interest in model railroading. Freight cars, track, and locomotives were added over the years with a goal in mind of creating a layout that would be all that I wanted it to be. Well, in my pre-teen years, that didn't happen since space and money just wasn't there to build such a layout. The dream stayed a dream.

During my teenage years, I collected some more freight cars and a few locomotives. Back in the early 1970s, there was a good assortment of inexpensive items available. Yes, they were "shake-the-box" cars, but they were affordable to a teenager with a few dollars. Mantua, Life-Like, Athearn, and AHM were the mainstay of my fleet. Sure, the locomotives ran rough on solid brass Code 100 track and were noisy, but I

was cementing a hobby that would stick with me. The dream was still a dream.

One thing I did learn was I couldn't build a layout without information. Yes, I read many of the model railroad publications that were available at the time, but they provided only bits and pieces of information in a one-directional format. An article in a magazine can only explain how to construct or create something, but it precludes the ability of the reader asking questions pertinent to his or her given situation. This aspect is important since I think part of this hobby is to share modeling experiences and information, as well as to learn from others.

Of course, during my college years, the model railroad hobby was put on hiatus, but I fed my interest by occasionally reading rail-

road books and magazines. I culled prototype and modeling information from many books. This “armchair” daydreaming was extremely helpful in deciding my interests in both model railroading in general and what path my future layout would take. I admit seeing photos of the various early modeling greats pushed me in my current direction. Magazine photos of John Allen’s Gorre & Daphetid or Frank Ellison’s Delta Lines cemented how I wanted to present my layout and what it would look like. Photos that Ben King took using his modified pinhole camera inspired me to want to take images equaling that quality. Jack Work’s article showing the construction of his king post bridge made me want to pursue a higher level of detail in my layout work. My eventual goal was to have a detailed layout that looked realistic both in photographs and in person.

After giving much thought, I decided not to build a layout based on a prototype railroad but on one I made up (sort of). This choice was based on the reality that visitors to the layout would always look for scenes from the actual prototype. Making this decision was difficult with many twists and turns since I liked several prototype roads, including Pennsylvania Railroad, Lehigh Valley, Western Pacific, and Northern Pacific. The tiny Uintah railroad captured my interest as well. I admit this was kind of an odd bunch of prototypes to draw from for a layout! It was kind of an East Coast versus West Coast debate. I liked the sheer size of motive power fleets of the eastern railroads, as well as the endless possibilities of scenic grandeur with the Western roads. As much as I wanted to capture the modeling of a prototype, I migrated further away from that direction. I felt the restrictions of a prototype road would limit me and my soon-to-be-explored creativity. The decision to create a fictitious railroad was cast.

As mentioned earlier, I admired John Allen’s layout. His use of color, texture, detail, and magical trickery in producing a scale world inspired me. His fictitious railroad was presented in such a way that it captured the feel of a prototype mountain railroad tackling a high mountain range. That soon became my goal. I liked the idea of a not-too-wealthy railroad using every bit of knowhow to move freight across a high mountain range.

I looked at John Allen’s track plan and liked quite a bit of it. It suited most of what I wanted in a railroad. I admit I took bits and pieces of his plan and adapted it. Track was shifted or modified, places rearranged, and new track was added where I thought

it would look and function better for my purposes. I had plenty of time to make this adaptation since I still didn’t have space or money to create my “dream layout.” This planning took several more years!

Luckily, I have a wonderful wife who allowed me to go forward with my dream. Wendy has been a sort of cheerleader for me. She encouraged me even though she is not really interested in model trains. She can’t help it; she likes cats more than trains!

Eventually, I built a basement for a train layout with a house above it. The fictitious mountain railroad named Dry Gulch & Western was born. It is an HO and HO_n3 monster engulfing about 800 square feet. Agreeably, it had many starts and stops along the way. It has undergone several changes from its original plan, but the dream is becoming a reality.

Once I started building my layout, all the reading I had done earlier in my life paid off — up to a point. Questions came up but finding the answers was difficult or tedious. I discovered the NMRA and became a member. I wasn’t too involved with the organization early on since I had many other commitments occupying my time. Finally, I decided to participate by attending some local clinics and meetings. Several people welcomed me into the organization, such as Ed and Ken Liesse. JJ Johnston headed one of the local clinics and was especially inviting and gracious. Over the years, I have fostered many more friendships from both local modelers and those from afar. They have helped with providing me information, answering my odd questions, or teaching me skills I didn’t even know I had! That is one of the many advantages of the NMRA.

I began competing in our local clinics “model of the month” competition. I didn’t win at first but was able to hone my skills to start winning eventually. Carefully looking at all the details that went into a winning model showed me what I needed to do. The “model of the month” pushed me to build structures or other components on my layout at a much faster pace since I wanted to enter a model for the next month’s competition. This activity became the entry point into working for my MMR[®]. Di Voss, MMR[®] was looking at my detailed model of Jack Work’s king post bridge and suggested I use it to get my Structures certificate. I did, and there was no looking back.

Jack Hamilton, MMR[®] was instrumental in explaining that obtaining an MMR[®] is not a paperwork nightmare. Frank Dekker and Russ Segner allowed me to manage our

local train show at the Pacific Science Center. I soon became a member of our Division BOD. Doing this broadened my scope of what the NMRA is as an organization and its many members. It really isn’t just a bunch of folks “playing with trains.” It is a group of people who are interested in promoting the hobby through their knowledge.

Since I had been working on my layout for quite a few years, a lot of my MMR[®] certificates were already completed, and I didn’t even know it. Obtaining my MMR[®] took some effort, but it was rewarding. I learned a great deal from many wonderful model railroaders. While I was working toward my MMR[®], I began to spread my acquired knowledge about tips and tricks I have stumbled upon along the way. Many model railroaders don’t understand that some of the things that they do all the time may be entirely new for other modelers! I learned how to give clinics and compose how-to articles for publication, which helped me obtain my Author certificate. Yes, the first time I stood up in front of a crowd was scary, but conducting a clinic is an excellent way to learn. The learning can go both ways: the folks in the audience can learn from the presenter, and if the audience asks good questions, the presenter can learn from the audience.

Other certificates followed. My last certificate was Cars. Even though it took nearly three years to get to that point, it only took a very short time to build the freight cars for my certificate. All the skills I garnered along the way made the final certificate very easy to accomplish.

You could say that working toward an MMR[®] takes some effort, but it is also rewarding. Learning new skills, meeting new model railroaders, gaining new friends, and helping teach others is a very important aspect of this wonderful hobby. Working toward an MMR[®] is one way of promoting the hobby of model railroading and becoming a better modeler.

Certificates Earned
David Yadock, MMR[®] 590
Association Volunteer
Model Railroad Engineer -
Electrical
Model Railroad Engineer -
Civil
Model Railroad - Author
Master Builder - Cars
Master Builder - Structures
Master Builder - Scenery