

This is a Graphic Standards and Brand Identity Guide for the National Model Railroad Association.



SECTION	CONTENTS	PAGE	NMRA Graphic Standards	2
1	Identity	24		
2	Typography	29		
3	Color	33		
4	Identity Kit	39		
5	File Formats	41		

A brand is not a logo. You achieve a ‘brand’ by making a promise, showing the promise is different, then speaking to how that difference has value. A promise should not be confused with a service or offering (but it often is one).

The visualization inherent to the mediums where this ‘promise’ occurs is your brand identity. Thus, a consistent aesthetic philosophy for non-verbal communication is a key part of the brand, and is one part of keeping the promises your institution makes.

Marketing material and correspondence—any form of information that bears your identity—represents the NMRA as a whole. Viewers make snap assumptions about the NMRA the first instance they see an element of the brand identity and will continue to do so through each medium they receive, in each channel they experience.

People cannot typically verbalize the difference between good and poor visual communication, yet they recognize it, they respond to it, and they make decisions based on it. Failures in non-verbal communication are not just damaging to the brand promise, they can also waste revenue and even discourage engagement. If a brand is a promise, then how well you keep the promise is everything.

The key in maintaining your brand identity is consistency; however, this doesn't necessarily mean "sameness". Being consistently inconsistent—via variety of expression or iteration of expression—is a form of consistency.

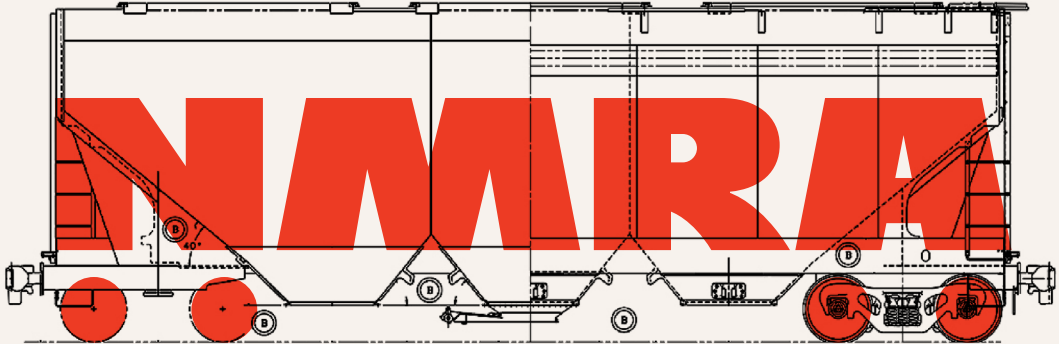
The NMRA's identity system is designed to inject a contemporaty sensibility to the longstanding brand. It allows for a range of interventions and incorporates several methods to build visual equity into the brand over time.

This Graphic Standards places these methods in context. While the Standards are thorough, there are certainly permutations not yet discovered nor imagined. We encourage you not to view your Graphic Standards as a straight jacket or a tool box, nor as corporate livery, but to view the components of the identity as a toy box.

Play creatively, iterate, and remember: demonstrate, don't explain.

1

IDENTITY



A. PRIMARY





B. SECONDARY

NATIONAL
MODEL RAILROAD
ASSOCIATION

Four (4) secondary lockup configurations are available. Select the configuration that best suits the application.

A. LEFT-ORIENTATION

**NATIONAL
MODEL RAILROAD
ASSOCIATION**

B. CENTERED

**NATIONAL
MODEL RAILROAD
ASSOCIATION**

C. RIGHT-ORIENTATION

**NATIONAL
MODEL RAILROAD
ASSOCIATION**

D. SINGLE LINE

NATIONAL MODEL RAILROAD ASSOCIATION

NATIONAL
MODEL RAILROAD
ASSOCIATION

NATIONAL
MODEL RAILROAD
ASSOCIATION

NATIONAL
MODEL RAILROAD
ASSOCIATION

NATIONAL MODEL RAILROAD ASSOCIATION

1. STRETCHED



2. SQUASHED



3. SKEWED



4. OUTLINED



5. STROKED



6. GRADIENT



7. BOXED



8. RENDERED IN AN UNPRESCRIBED COLOR WITH A DROP SHADOW

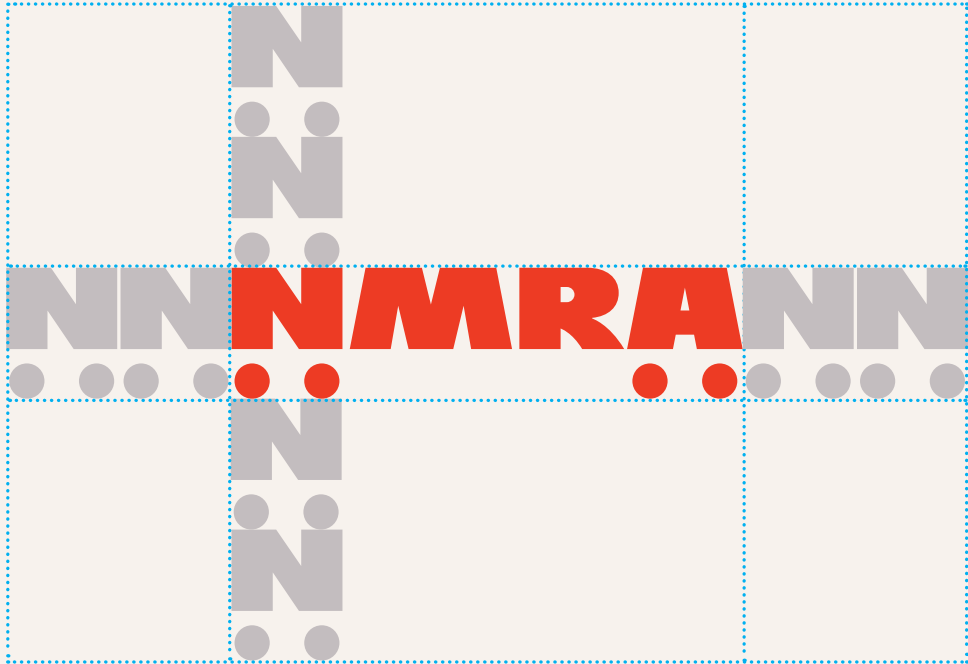


The NMRA wordmark has been customized and built by hand. The relationship between the letters in the wordmark have been scaled and dialed for visual balance and only provided vector art should be used.

By default the wordmark should be displayed in the lightest color on a dark background. Alternatively, the wordmark should be displayed in the lightest color on a dark background.

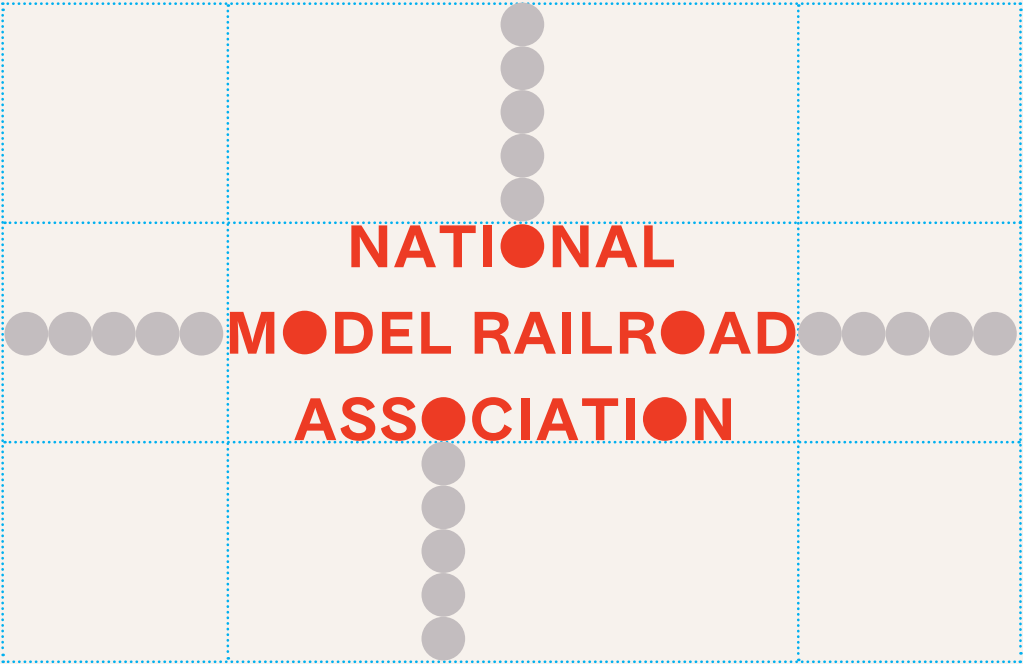
The wordmark should never be stretched, squashed, outlined, or distorted in any way. If you scale them for other uses, be sure the proportional lock is turned on in the software you are using. See 1-4 above.

The wordmark should not be stroked, displayed with a gradient fill, or in any color other than that which has been specified. The wordmark should never be placed inside a box or decorated in any way. See 5-8 above.



The primary wordmark is its own measuring tool.

The primary wordmark always stands alone, and should never be crowded by other text or graphic matter. The wordmark should always have 2 "N's" on all four sides. More is desirable, but 2 "N's" are the minimum required.



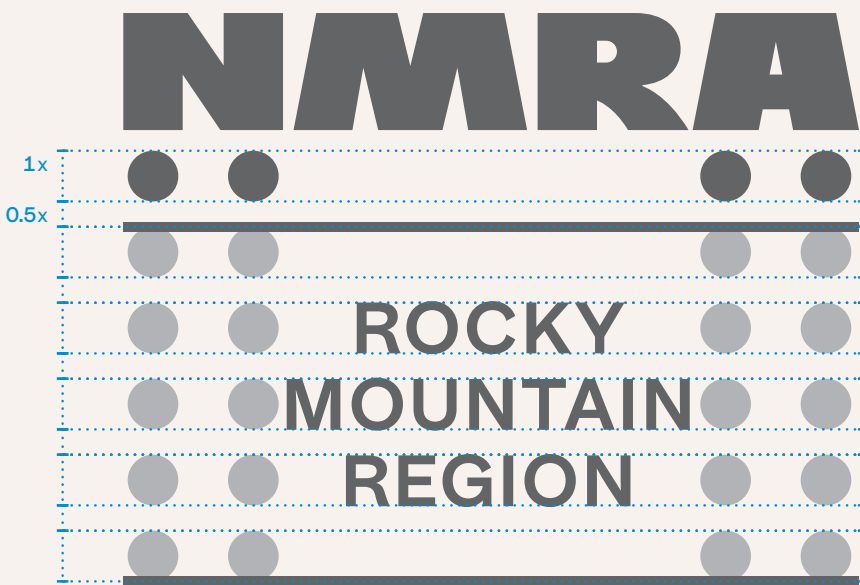
Likewise, the secondary wordmark is also its own measuring tool.

The secondary wordmark always stands alone, and should never be crowded by other text or graphic matter. The wordmark should always have 5 "O's" on all four sides. More is desirable, but 5 "O's" are the minimum required.

This is the primary NMRA regional lockup convention that should be used on all official documents.



The container can expand to house 2-3 lines of text, depending on the region.



In the spirit of championing standardization, the division and club logos should cohere to a more uniform degree of fidelity and adopt a single-color approach. Three examples of different division logos that adopt this standard are demonstrated here.

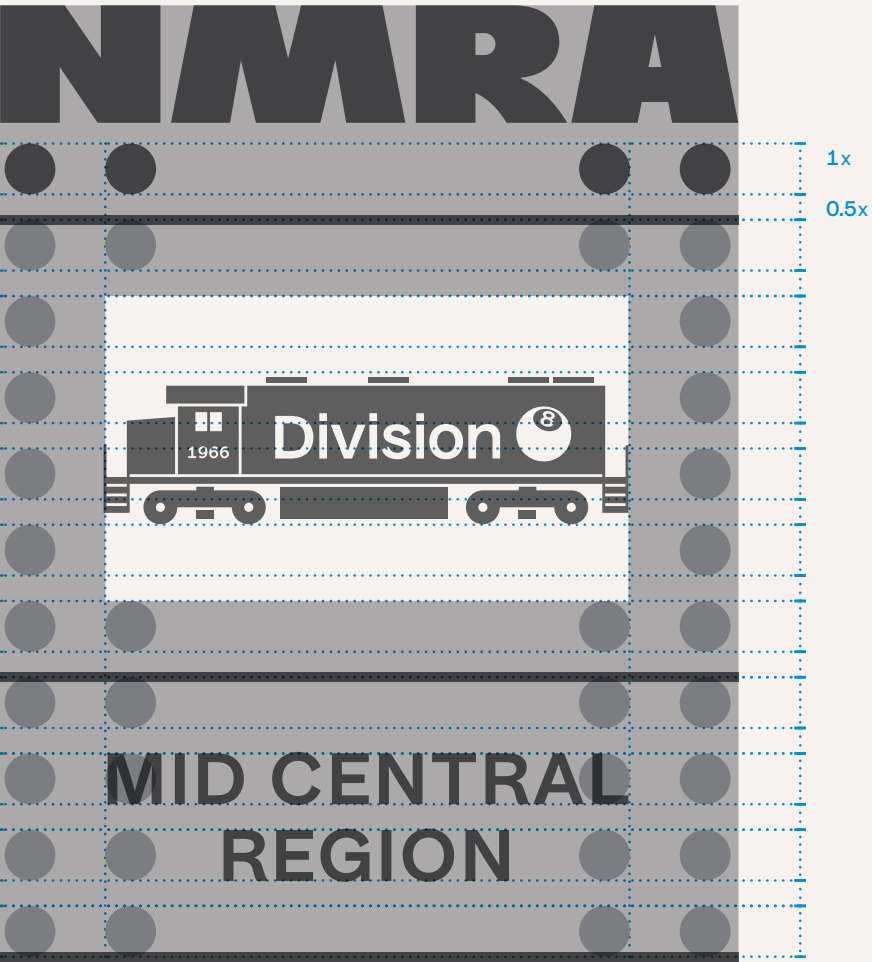


This is the only approved lockup that combines the NMRA primary wordmark, division/club logo, and region name.



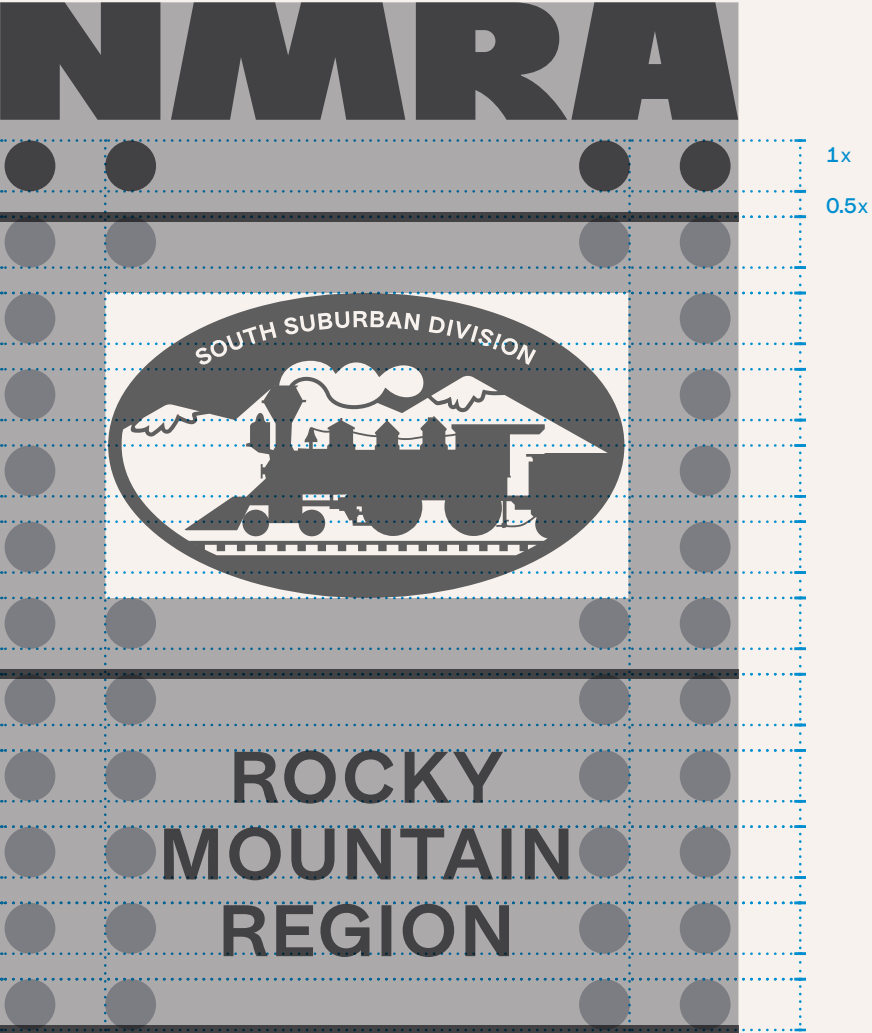
MID CENTRAL
REGION

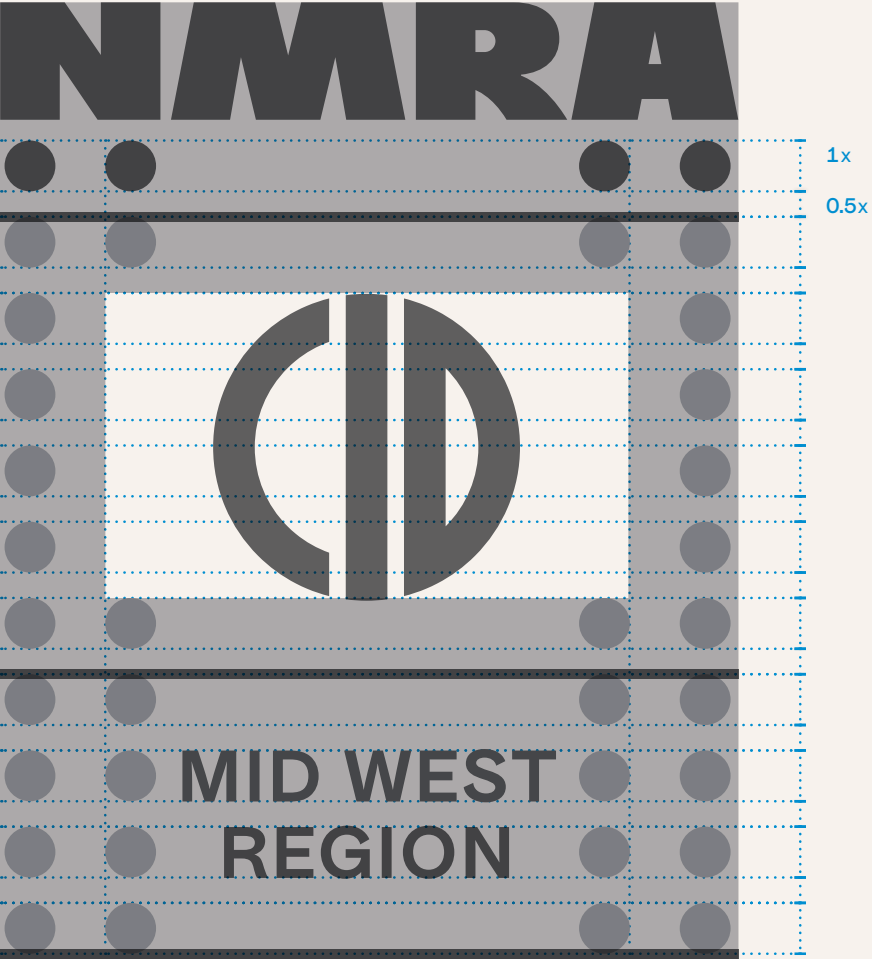
The scale and placement of the division/club logo is informed by the dots derived from the primary wordmark. These dots define the clear space required around the division/club logo as well as the maximum height and width—whichever is met first depending on the aspect ratio of the division/club logo.





ROCKY
MOUNTAIN
REGION

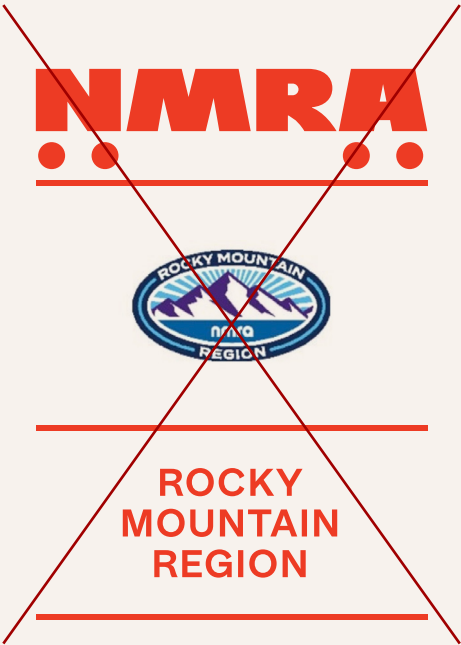




NMRA regional lockup shall consist of only the NMRA logo and the region name.



Regional logos are NOT permitted to be locked up with the NMRA logo.



There are three approved variations of the NMRA division/club lockup:

- 1 NMRA logo + division/
club logo + region name
- 2 NMRA logo + division logo
- 3 NMRA logo + division name

1



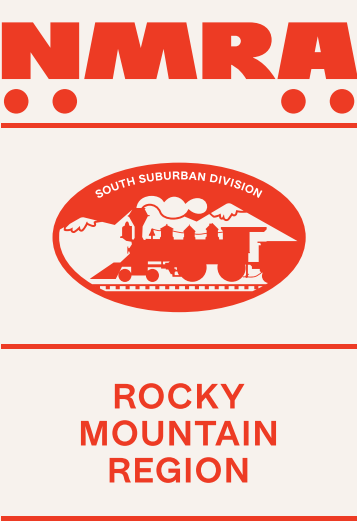
2



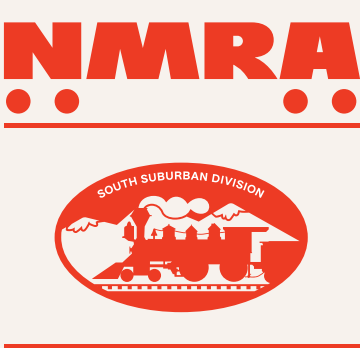
3



1



2



3



②

TYPOGRAPHY

The primary typeface for the NMRA is OT Format Display.

OT Format Display is a bold, single-weight display typeface released in 2021 by Omnitype and designed by Simon Mager. It has a heavy, impactful presence and is intended for large-scale uses like headlines or signage. As part of Omnitype’s foundry roster, it stands out for its strong visual weight and clear, clean forms.

Foundry: Omnitype
Available styles: 1

USAGE GUIDANCE

Primary Text
OT Format Display was adapted from its original form for the NMRA wordmark.

Emphasis
Heavy weight is reserved for headlines, emphasis, and display applications.

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
0 1 2 3 4 5 6 7 8 9

OT Format Display
Heavy
36pt

The secondary typeface for the NMRA is Nuckle.

Nuckle, designed by Filip Matějček for Heavyweight, is a modern grotesque sans-serif with a balance of functionality and character. Its high x-height, generous proportions, and angled terminals create strong readability while adding subtle distinction. Spanning eight weights with broad language support, it adapts easily from body copy to bold display use. Conceived in 2011, Nuckle was designed to hold space effectively in posters yet stay legible in smaller text, making it a versatile, contemporary workhorse.

Foundry: Heavyweight Digital Type Foundry
Available styles: 8

USAGE GUIDANCE

Primary Text
Medium and SemiBold weights should be used for body copy and functional text across brand applications.

Emphasis
Bold weights are reserved for headlines, emphasis, and display applications.

Elegance & Contrast
Regular weights may be used sparingly in large-scale applications to convey refinement.

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Nuckle
Regular
26pt

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Nuckle
Semibold
26pt

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Nuckle
Medium
26pt

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Nuckle
Bold
26pt

These tracking rules should be applied across the system with optical kerning on.

OT Format Display Heavy UPPERCASE 18pt, tracked at 0pt Optical kerning on	CORRECT	OT Format Display Heavy UPPERCASE 18pt, tracked at 100pt Optical kerning on	LOOSE	OT Format Display Heavy UPPERCASE 18pt, tracked at -50pt Optical kerning on	TIGHT
Nuckle Medium Sentence case 9pt, tracked at -5pt Optical kerning on	Correct	Nuckle Medium Sentence case 9pt, tracked at 100pt Optical kerning on	Loose	Nuckle Medium Sentence case 9pt, tracked at -50pt Optical kerning on	Tight
Nuckle Bold UPPERCASE 7pt, tracked at 35pt Optical kerning on	CORRECT	Nuckle Bold UPPERCASE 7pt, tracked at 100pt Optical kerning on	LOOSE	Nuckle Bold UPPERCASE 7pt, tracked at -50pt Optical kerning on	TIGHT
Nuckle Medium Sentence Case 7pt, tracked at -10pt Optical kerning on	Correct	Nuckle Medium Sentence Case 7pt, tracked at 100pt Optical kerning on	Loose	Nuckle Medium Sentence Case 7pt, tracked at -50pt Optical kerning on	Tight

When type must render as live text in applications that exist in the Google ecosystem, it will be necessary to deploy a web-safe font which is readily available cross-platform.

For these instances, Manrope is recommended on both PCs and MACs.

Manrope
Medium
36pt
Tracked at 75pt

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Aa

Nuckle
Medium
36pt
Tracked at 30pt

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Aa

③ COLOR



RGB: 255/48/0
HEX: FF3000
PMS: Warm Red U
CMYK: 0/70/100/0



RGB: 255/182/18
HEX: FFB612
PMS: 122 U
CMYK: 0/15/100/0



RGB: 94/181/219
HEX: 5EB5DB
PMS: Blue 0821 U
CMYK: 60/0/10/0



RGB: 96/90/49
HEX: 605A31
PMS: 7757 U
CMYK: 26/24/89/50



RGB: 43/22/26
HEX: 2b161a
PMS: 6077 U
cmyk: 50/74/34/34

RGB: 43/22/26
HEX: 2B161A
PMS: 6077 U
CMYK: 50/74/34/34

RGB: 63/30/41
HEX: 3F1E29
PMS: 222U
CMYK: 34/81/46/26

RGB: 96/90/49
HEX: 605A31
PMS: 7757 U
CMYK: 26/24/89/50

RGB: 14/51/49
HEX: 0E3331
PMS: 3165 U
CMYK: 99/18/39/43

RGB: 225/216/200
HEX: E1D8C8
PMS: 9203 U
CMYK: 5/9/34/3

RGB: 247/242/237
HEX: F7F2ED





Pantone™

Pantone™ is the industry standard for color matching. Pantone™ should only be used for professional offset printers. On screen values will not match actual printed material, and some laser and inkjet printers will not be able to reproduce a Pantone™ specified color.

Pantone™ may also be referred to as PMS by professionals. Please refer to a Pantone™ book for actual color values. Use CMYK in house, but always use your Pantone™ chips as a measure of color calibration coming from any given vendor or method of print.

CMYK

CMYK stands for cyan, magenta, yellow, and key (black) and is often referred to as process color or four color.

CMYK is used in ink jet and laser printers. Please be aware that because of the process, CMYK colors can shift, so always refer to a Pantone™ book for actual color values.

RGB and HEX

RGB stands for red, green, and blue and is the color model used for the web or anything that will be viewed on a screen or monitor.

Hex values and RGB values should only be used online with items not intended to be printed. These are useful in websites and web safe GIF file formats.

4

IDENTITY KIT

Membership Form

NMRA

MEMBERSHIP APPLICATION

U.S. membership only. Non-U.S. residents apply at [nmra.org](#) or request application from [nmraho@nmra.org](#)

Name

Address

City

State/Prov.

Zip/Postal Code

Country

Phone

Date of Birth

E-mail

Scale Model(s)

Membership Levels

Dues

QTY

Basic

All rights & benefits, digital NMRA Magazine access.

\$68

12 mos

Premium

All rights & benefits, digital NMRA Magazine access, printed NMRA Magazine delivered to you.

\$92

12 mos

Family

Spouse or minor of the member above. No magazine access, no voting rights, not allowed to hold office.

\$10

12 mos

Sustaining

Required to join groups (clubs, business associations). All rights & benefits, digital NMRA Magazine access.

\$120

12 mos

Student

Must be between 19-25 years of age. All rights & benefits, digital NMRA Magazine access.

\$40

12 mos

Rail Pass

Limited to one time only, no voting rights, digital NMRA Magazine access.

\$19⁹⁵

6 mos

Payment Method (check one)

☐ Cash

☐ Check

☐ Visa

☐ Amex

☐ Discover

☐ Mastercard

CC#

Exp. Date

CVV

Signature

PO Box 1328 Sodus Bay, Tennessee 37864-1028

Phone 423.892.2846

Fax 423.899.4869

Renewal Form

Renewal Notice

Thank you for being a member of the NMRA.

Membership		Select (circle)	Total
Basic	All rights & benefits, digital NMRA Magazine access.	\$68 118 2165	\$136 2165
Premium	All rights & benefits, digital NMRA Magazine access, printed NMRA Magazine delivered to you.	\$92 118 2165	\$184 2165
Family	Spouse or minor of the member above. No magazine access, no voting rights, not allowed to hold office.	\$10 118 2165	\$20 2165
Sustaining	Required to join groups (clubs, business associations). All rights & benefits, digital NMRA Magazine access.	\$120 118 2165	\$240 2165
Student	Must be between 19-25 years of age. All rights & benefits, digital NMRA Magazine access.	\$40 118 2165	\$80 2165

Merchandise	Select (circle)	Price	QTY	Total
Blue Denim Long Sleeve Shirt	S M L XL	\$45		
Blue Denim Long Sleeve Shirt	2XL 3XL 4XL	\$50		
Black Golf Shirt	S M L XL	\$45		
Black Golf Shirt	2XL 3XL 4XL	\$50		
Grey Golf Shirt	S M L XL	\$45		
Grey Golf Shirt	2XL 3XL 4XL	\$50		
Ball Cap	Grey Black	\$50		
Turnout Template	HO Scale O Scale	\$50		
Standard & Clearance Gauge	HO N ON30	\$10		
Scale Gauge	HON3 ON30 SN3 O (ADD \$5)	\$7		
Railway Track & Maintenance Book		\$30		
Concrete Book		\$30		
Steel Book		\$40		
Freight Terminals & Trains Book		\$30		

General Donation

\$

TOTAL

\$

Letterhead

P.O. BOX 1328
SODDY DAVIS, TN, 37384

P (423) 892-2846
F (423) 899-4869

[WWW.NMRA.ORG](#)
[NMRAHO@NMRA.ORG](#)

Lorem ipsum dolor sit amet

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo consequat. Duis autem vel eum iriure dolor in hendrerit in vulputate velit esse molestie consequat, vel illum dolore eu feugiat nulla facilisis at vero eros et accumsan et justo odio dignissim qui blandit praesent luptatum zzril delenit augue duis dolore te feugait nulla facilisi.

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Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo consequat. Duis dolore te.

Envelope

POST OFFICE BOX 1328
SODDY DAVIS, TN, 37384

Business Cards

Gordy Robinson
NMRA
President

[president@nmra.org](#)
[www.nmra.org](#)
580.761.8978

Membership Card

MEMBERSHIP

108778 00 32 02

SINCE 12/01/2019

EXP. 11/30/2020

GORDY ROBINSON

The person whose name is shown above is an ambassador of the NMRA and is entitled to all due privileges of NMRA membership, until the expiration date of this card.

The NMRA advances the worldwide scale model railroading community through education and standards as well as advocacy and fellowship.

Post Office Box 1328
Soddy Davis, TN, 37384
P (423) 892-2846
E [ho@nmra.org](#)

Tri-fold

Get more from your hobby with a membership in the world's largest model railroad organization

Your portal to more fun in scale model railroading

There's no better way to get more fun out of model railroading than to join the National Model Railroad Association, a worldwide organization of 15,000 members that's dedicated to helping model railroaders fully enjoy their hobby. NMRA membership brings you the fellowship of members right in your own community, plus these benefits:

NMRA Publications¹

Our monthly magazine is available online and in print, and features news, modeling articles, product announcements and more! The monthly electronic NMRA Turntable rounds up interesting model railroad websites, videos and blogs. The NMRA ebulletin delivers the latest news about the Association in email.

Partnership Program

Our manufacturer and retail partners offer NMRA members generous discounts—some up to 45%! From software to backdrops to 3D printers, we're adding more companies every month!

Local Divisions

There are more than 150 Divisions in the NMRA, located in communities all across the U.S., Canada, Australia, New Zealand, and Britain. Most have presentations, layout tours and more.

Model Railroad Directory

Whether you're at home or traveling, you can connect with other NMRA members for a layout tour, to talk trains, or even to join in an on session! There are maps, descriptions, photos, videos and more.

Annual Photo Calendar²

Each year we present 13 of the year's best model railroad photographs taken by our members.

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Groupers lets you get reimbursed for your annual NMRA dues!

Groupers is a radically new benefit from your current health plan that recognizes the huge social benefits of activities like model railroading. It's called "social fitness."

Groupers works with most Medicare Advantage and Medicare Supplement plans to cover NMRA membership dues for eligible members over 65.

Find out more and see if your plan is covered by calling them at 833-519-1078 or emailing [nmra@thegrouper.com](#).

NATIONAL MODEL RAILROAD ASSOCIATION

Connect with members from around the globe with the NMRA Interchange.

The NMRA is an international organization. And now the NMRA Interchange lets you easily interact with members anywhere in the world. It's the place to ask questions, provide answers, post events, share ideas and make friends.

The NMRA Interchange contains categories for welcoming members, a help area, the NMRA worldwide community, the Achievement Program, Special Interest Groups, the basics, and much more.

Rack Card

Your portal to more fun in scale model railroading

Membership Benefits

Education & Modeling

Access to coaching and support by Master Model Railroaders® (MMR)

Achievement Program (AP)

Regional guide

Modeling With The Masters® (MWTM)

NMRA standards, gauges, track templates & decals

Standards and correspondence

NMRA Members Aid Program

Community & Fellowship

Fellowship with other model railroaders

Local division events

Regional & national conventions

Special access to places and people

Model and photography contest participation

NMRA Interchange

Model railroad layout directory

NMRA's the NMRA's monthly virtual meetup

Resources

Annual NMRA calendar

NMRA ebulletin

NMRA Turntable

NMRA Magazine

NMRA Online Archives

Online video library

Collection Insurance

Groupers

Members Only Company Store

Partnership Program

Benefits to Clubs & Divisions

Division matching funds

Liability insurance for clubs in the US and Canada

Liability insurance for events and travels in the US and Canada

[www.nmra.org](#)

NATIONAL MODEL RAILROAD ASSOCIATION

423.892.2846

Tee



Golf Shirt



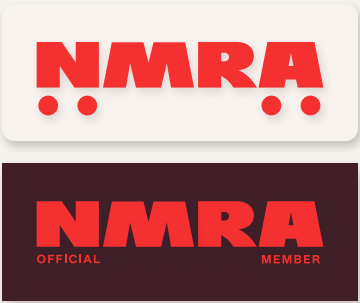
Hoodie



Crewneck



Stickers



Enamel Pins



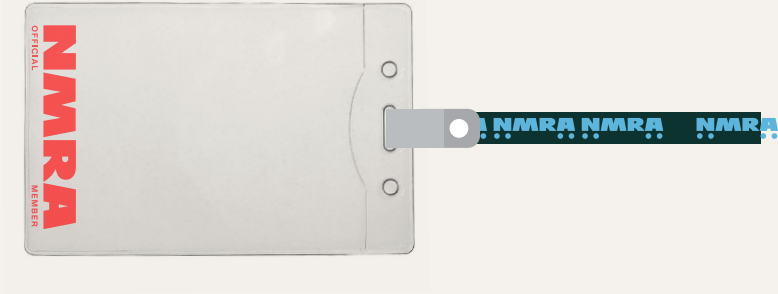
Hat



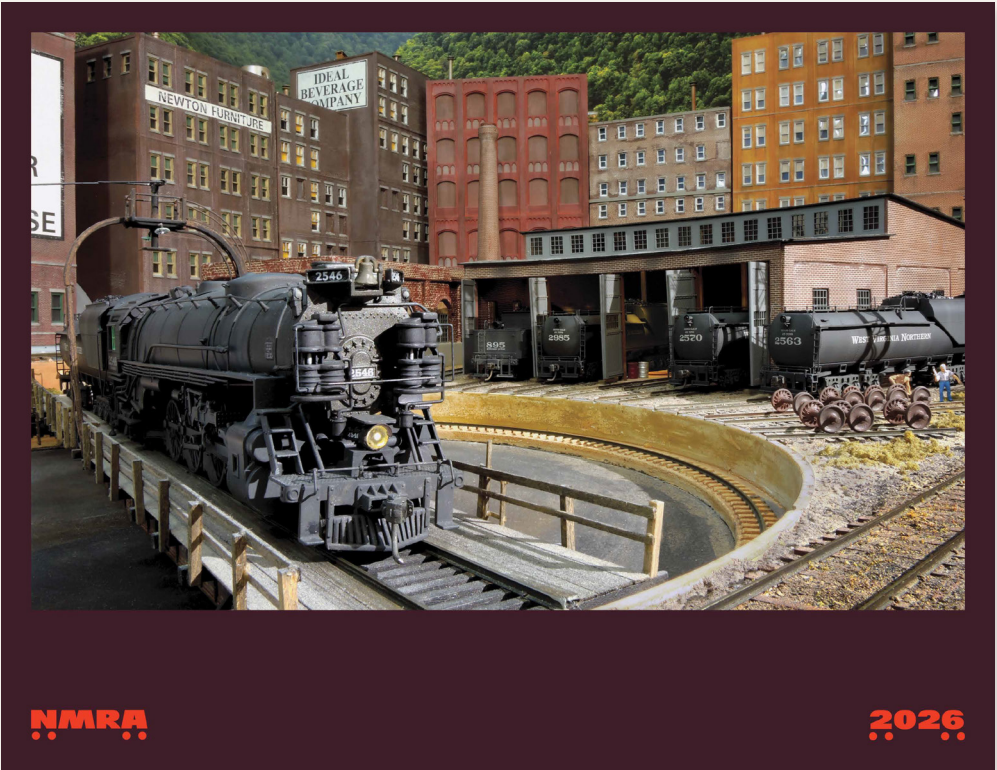
Buttons



Lanyard and Badge Holder



NMRA Calendar



Under the watchful eye of the conductor, the Georgia Northeastern Railroad crew couples up to a cut of cars in Elizabeth Yard. The layout is based on the prototype GNRR, a shortline running from Marietta, GA to Copperhill, TN.

Photography and HO Scale modeling by Thomas Kilmoski, Marietta, Georgia



It's a magical moment and a railfan's dream! The Royal George Gorge bustles with rail traffic of every conceivable variety on the Golden-Backhawk and Central City model railroad.

Photography and Z Scale modeling by Dave George, Woodlands, Texas. Submitted by John Buckley



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
28	29	30	01 Canada Day 1962: Union Pacific Railroad founded 1997: Chicago, Indianapolis & Louisville Railway formed 1878: Chesapeake & Ohio Railway formed	02	03	04 Independence Day, U.S. 1828: Baltimore & Ohio Railroad lays first stone
05	06	07	08	09	10 1865: Union Pacific Railroad lays its first rail	11
12	13	14	15 1853: Grand Trunk Railway formed	16	17	18
19	20	21	22	23	24	25
26 Father's Day	27 NMRA National Convention July 27-August 2 Chattanooga, TN	28	29	30	31	01

Welcome to the 2026 NMRA Calendar!

Photo Contributors

Name	State	Scale	Region	Name	State	Scale	Region
Peter Attona	AZ	O3R	PSR	Jerry Lauchie, MMR®	PA	HO	NER
Bram Bailey	OH	HO	MCR	Dan Lewis, MMR®	MI	N	NCR
Dan Bonkon	WY	*	RMR	Harley Luyk, MMR®	MI	HO	NCR
Paul Brennecke, MMR®	CO	WW	RMR	Trevor Marshall	SK	S	PNR
John Buckley	TX	Z	LSR	Jack Mason	WI	HO	MWR
Jack Burgess, MMR®	CA	HO	PCR	Linn Moedingier	PA	HO+G	MER
John Campbell, MMR®	MI	HO	NCR	John Munson	IN	HO	MWR
Michael Collins, MMR®	FL	HO	SSR	John O'Neil, MMR®	NE	HO	MC&R
Steve Crise	TX	O	LSR	George Pandellos	PA	O	MCR
Bob Farquhar	ON	HO	NFR	John Parrish	CA	HO	PSR
Bruce Friedman	DE	HO	MER	Chip Picone	FL	On3D	SSR
Daniel Gunn, MMR®	NS	HO	NER	Marc Pisanca	NJ	HO	MER
Bill Hamilton	TX	HO	LSR	Jay Quakman	MI	HO	NCR
Greg Harter	IN	HO	MWR	Brook Quakman, MMR®	MI	HO	NCR
Julian Hemstock	UK	On3D	BR	Robert Rodriguez, MMR®	VA	HO	MER
Peter Hocking	ON	HO	NFR	Neal Schorr	PA	O3R	MCR
Gary Hoover	MO	HO	MC&R	Jeff Schramuk	IL	*	MWR
Jim Hooes	FL	HO	SSR	Richard Seymour	IN	HO	MWR
Dennis Jackson	CO	HO+G	RMR	Jeff Trainline	CA	HO	PSR
Ken Kilby	CA	HO	PCR	Jesse Walden	CA	*	PCR
Thomas Kilmoski	GA	HO	SER	Ian Wilson	UK	HO	BR
Greg Komar	FL	HO	SSR	Steve Wyosowski	PA	HO+G	MER
Gail Allen Komar, MMR®	FL	HO	SSR	Joseph Zebrowski	NJ	HO	MER
Matt Lacrouts	LA	HO	LSR	Andy J. Zimmerman	FL	N	SSR
Rusty Lacy	GA	HO	SER				

* Information Not Submitted

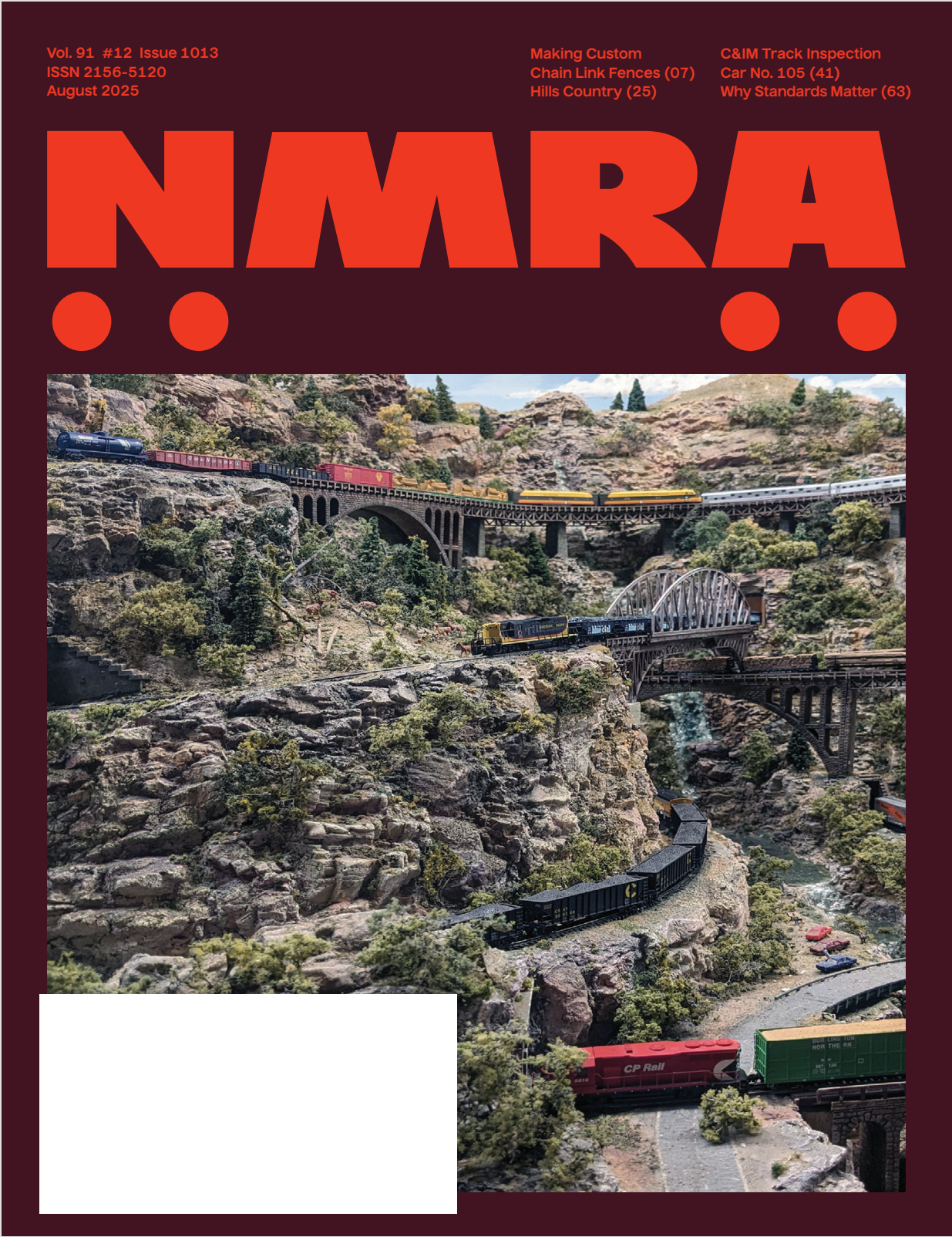
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Copy Editors: Gerry Leone, Randy Leone, Jenny Hendricks and the HQ Staff, and Frank Koch.
Design: F&A

On the Cover: Turn the clock back to the summer of 1952 on the West Virginia Northern railroad. Although the railroad's management has placed their first order for diesels, their well-maintained fleet of steam locomotives still gets the job done. This publicity photograph will accompany an article praising these great locomotives in next month's Railway Gazette.*

Photography and HO Scale locomotives by Greg Komar; HO Scale modeling by Gail Allen Komar, MMR®, Tampa, Florida

NMRA Magazine Cover



NMRA Magazine

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FEATURE: THE PETER BECKER COMMUNITY RAILROAD CLUB 1:87 (HO)

THE PETER BECKER COMMUNITY

Peter Becker Community is a senior living community located in Haneyville, Pennsylvania. Over 500 residents inhabit cottages, apartments, personal care, and nursing care facilities. Among the many campus features is a railroad club enjoyed by many residents.

HISTORY OF THE RAILROAD CLUB

James (Jim) Costello organized the PBC RR Club in 2012. Jim worked with Peter Becker Management to secure a location for the club in a former one-floor private home on the PBC campus. Two of the bedrooms were combined into a 32x55-foot room for the layout. Our founding and current president, Jim Rich, was also involved in establishing the club and designing the layout and track plans.

ARTICLE & PHOTOGRAPHS BY JOE MORRIS

In 2017, the club moved to its current location in the Maplewood Estates, one of the apartment neighborhoods on campus. The layout was cut into sections, moved to the ground floor of the main residential building, and then reassembled. This process lasted for about six months. Cutting the layout into sections, splicing the wires, labeling everything, and then moving the layout to its new location was completed in late 2017. Reassembling the layout occupied the winter and spring of 2018.

We could not salvage the original engine terminal. Although wider at 18½ feet than the original location, the new location is shorter in length at 22 feet. After reassembling the layout, our first endeavor was building another expanded engine terminal with a main passenger station and food processing district for the slaughterhouse, canning, and dairy operations.

08 AUGUST 2025 NAPA MAGAZINE 09

• A few days in the roundhouse show a selection of Reading and Pennsylvania equipment, reflecting our modeling of these and other Eastern railroads during the Revolution era.

• Number 602 pulls a local freight over the New River Company in the mining town of Lenoir. The Lenoir Coal Co. mainframe is directly in front of the trestleway.

The current layout room measures 18'x22 feet with a six-foot work room.

Our layout is a folded dog bone with an up-and-over double-tracked main line (DC and DC) with passing siding and turning wye leading to a separate peninsula measuring 4x3 feet for the engine terminal. A lower-level loop-to-loop line (DC only) traverses parallel to the main line. The (DC) narrow gauge double loop cross-over track plan with passing siding and industry spur, including a small town, occupies the center of the larger main line dog bone peninsula. The urban trolley line connects a local rail station with the main town.

LAUNCH DESCRIPTION
 The layout models the transition era (1940s to 1960), depicting steam-to-first generation diesel operations on the Reading, Pennsylvania, Lehigh Valley, and other eastern roads of the era. Motive power, rolling stock, structures, road infrastructure, trucks, and automobiles reflect this theme. Central to our operations is the turning wye from the main line leading to the engine terminal, main passenger station, and engine storage facility. The motive power facilities comprise a 105-foot turntable, a six-stall roundhouse with coal, sand, ash, and water infrastructure, plus separate diesel shops. The main passenger terminal accommodates four full-length passenger trains and an engine storage track. Eight light yard storage tracks and a freight house siding complete the storage capacity. Adjacent to the engine terminal receiving and departure tracks is the local processing district for dairy, slaughterhouse, and cannery operations.

The industries serviced along the main line are the Lower Coal Company and the Industrial park, which includes Armstrong Electric Motors, warehouse buildings Nos. 1 and 4, and the Union Crane and Shovel Co.

THE FUTURE
 The scenery is about 50 percent complete. The largest project on our list is the river gorge and associated bridges for the main line and interarea loop tracks. The turning wye also requires attention. Construction of a strange culvert bridge in this area will complete the unfinished scenery.

Electrical projects include constructing the turntable and associated roundhouse and storage track control panel. The passenger and freight wye temporary control panel needs a permanent replacement, as do indicator lights along the ladder tracks.

Fascia boards and curtains need to be installed around the entire layout. Plexiglass protection must be installed where tracks, buildings, and bridges traverse the layout edges.

As we look to the future, we hope for opportunities to share our progress story with the NMRM Magazine audience. If you travel permit, we extend a warm invitation to visit our community and club. We're always excited to welcome new faces and share our passion for model railroading. To learn more about the Peter Becker Community, please visit our website at www.peterbeckercommunity.com.

• The Lower Coal Company

10 AUGUST 2025 NMRA MAGAZINE 11

MMR EARNED:

IAN BARNES

I suspect that my journey to MMR is not too dissimilar to the 700RBs before me: it's the old story. My fascination with trains began in my early days, before the advent of a trainset. In my case it was a Hobby-Duo set (I call it COC, mostly cast metal and tinplate, and almost bubble-bodied). It was an excellent training ground for the 'bull' I want and to be able to see how the world 'inspired' most of us that had age.

A less-visited family friend in a nearby city had a small tabletop layout, fully equipped with Hobby-Duo trains buzzing around. I was hooked. I learned the connection and layout would indeed somewhat create the same.

Responding to my enthusiasm, our host took me to his neighbor's house where a number of American train locomotives gleamed in their glass cases. I could hardly believe that someone could afford such marvelous toys. They appeared to be built in gold and silver was opulence.

Over the years, I dabbed and kept an interest. As a young engineering student on the USA East Coast in the late 1960s, I remember seeking out and finding a train hobby shop in New York. I tentatively described the steps into layout toys and knowledges. Again, all those wonderful trains behind glass revived my interest.

I eventually became serious about the hobby through another interest, logging. As a hobby train enthusiast in northern New South Wales, Australia, I encountered the remains of logging railways in the forests and became interested in the history of the rail to the literature of the time and inevitably to the size, complexity, and sheer enormity of the Pacific Northwest Roundhouse. Cammies and log bogies were soon cluttering around my first 'trapper' layout.

A career move into aerial photography interpretation and mapping led to the next step. Between field trips, through the office windows, was a level crossing of the New South Wales Government Railway north coast main line. I took an interest in the rolling stock that passed by, and that was my principal interest in NSWGR modeling in HO-scale became serious.

AUSTRALASIAN REGION: DIV 2 AUSTRALIAN CAPITAL TERRITORY

Plans began to align, in the late 1980s, the modeling of Australian railways blossomed for 30 years, led by the one railroader, the late, long-departed, the hobby, the Australian Model Railway Magazine (AMRM). Magazine was a reference work to those Australian modelers like me who lived in the 'hills', regional Australia.

Sourcing prototype information from AMRM, inspired by what others were reporting in the press, and coupled with a growing supply of local kits from cottage industry suppliers, my construction skills began to develop rapidly. I got busy building layouts and lots of locomotives and rolling stock. The hobby had taken hold.

Like others, moving houses demanded layout rebuilds, each time better than the previous ones. Until recently, my Gray's Creek layout was an operational design, and was the focus of a local club, Eurobodalla Model Railway, which helped form in 2001 and has mostly managed since then, writing and producing most of its monthly newsletters. The club card provided interaction with other modelers, although at a very local level, and opened doors to the wider hobby community.

About 10 years ago, I retired, and the money-hungry chickens had finally left the nest. Time and money shortages were no longer such a significant factor in modeling plans. Another (and what is hoped to be, final) house move meant the demolition of Gray's Creek (search for 'model railway' and 'chessmen' on the web if you wish to be traumatized). This hiatus in the journey was meant to be a conversion of the entire layout to be stable to DCC in readiness for the finale - 'the last layout.

A new house had to be designed and constructed. Intricate negotiations with those who have 60 percent of the vote besieged with those with a green field opportunity in a 1000 meter room. The East Coast Railway was born and construction began. I also joined the NMRA, to give the last few years. I have been fortunate to capitalize on the layout's development by gaining some Achievement Program certificates along the way.

MMR: #791

So, that brings us to now. Of course, the layout isn't finished but it's enough to enjoy. You will find it in the MMRM local print publication, Impact, it may be designed for operations. A monthly train-running session generates good camaraderie with fellow modelers. Twice a year, we have a weekend of it.

The final effort of NMRA achievement floated into view when I contemplated the Cert and Motive Power certificates. Using a stepwise approach in building cars to O-scale gave me the confidence to build a small streamer in motor's dress to HO-scale. I surprised myself and, I suspect, my two NMRA AP Division members, Ross Balderson and Stephen Jells. Thank you for your support, gentlemen.

In retrospect, getting an MMR level did not disappoint. It introduced to personal challenges, not a contest. I'm thankful to be peer-reviewed, and my experience is any grade, the tyranny of distance can be overcome. Anyone can have a shot at it.

A final observation: although the AP got me to this point, it has also demonstrated where my modeling needs to go in the eternal sense of achievement. An AP also shows me to relate a story in the NMRA Magazine. And I've just done it.

CERTIFICATES EARNED

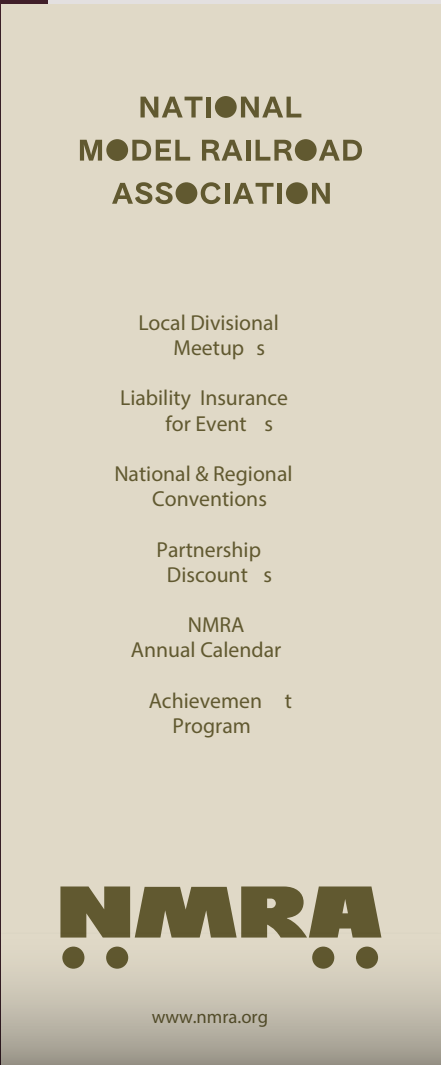
- Ian Barnes, MMR #791
- Chief Diesel
- Master Railroad Artist
- Master Railroad Engineer - Electrical
- Master Builder - Motive Power
- Master Builder - Scenery
- Master Railroad Engineer - Civil
- Master Builder - Structures
- Master Builder - Cars

Tradeshow Collateral Overview

Tradeshow Wall



Tradeshow Tablecloth



Tradeshow Pull-up Banner

5. FILE FORMATS

Sending the correct file format to an outside company or vendor is key in maintaining quality and brand integrity. Each file type has a specific use and application.

Vector Art



Vector art has unlimited resolution at any scale and should be used by default for your brand in almost all applications. These file formats may appear as .ai, .eps, .dwg, or .pdf if correctly exported by the artist. Vector-based files can infinitely scale and are best for high-resolution applications. Provide vector art to vendors such as other designers, printers, sign fabricators, publications, and embroiderers, for example.

.tif



If a rasterized file must be sent, use a TIFF (Tagged Image File Format) at 350 to 250 dpi at 100% of the final scale. TIFF is primarily designed for raster data interchange, 4-color printing of photographic images. Provide this to magazines or professional printers for images or if they cannot accept vector art of the logo. 72 ppi is appropriate for web and screen applications of the brand.

.gif/png



A GIF (Graphic Interchange Format) image employs lossless data compression so that the file size of an image may be reduced without degrading the visual quality, provided the image can be rendered with only 256 colors. A comparable format with fewer technical restrictions is the PNG (Portable Network Graphic). Always use a PNG when dealing with transparencies.

.jpg



JPEG (Joint Photographic Experts Group) is a standard method of compression for photographic images, and as such should not be used or supplied to anyone for replication of the brand, but rather for web images only. In general, this compressed RGB, 72 ppi format should never be used for printing as it lacks the proper color spectrum for a CMYK printer to reproduce color correctly and often is tendered at too low of a resolution.

ARCHIVE

The NMRA identity system was designed in October 2025.

The design team for this identity project was led by Dale Wallain with support from Tom Ahn, and Grady Bell.

HELP

Should you have any problems with the file formats, graphic standards, or questions about exceptions to these rules, please contact FÖDA.

FÖDA

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