Our museum to highlight mid-year board meeting in Sacramento

The officers, board of directors, department heads, and headquarters staff met in sunny but cool Sacramento on January 18–20, 2007. The highlight of the meeting was the tour of the world-famous California State Railroad Museum located between Old Town Sacramento and the remaining Central Pacific Shops buildings. One shop building may become the future home of the NMRA’s Howell Day Museum, as Mike Brestel reported in his commentary in the March issue. The accompanying photos by Scale Rails editor Stephen Priest provide some idea of the scope and potential of this sprawling and historic complex in the Golden State’s capital city.

Moving our museum to Sacramento has been a major goal of your officers and directors for several years. The Sacramento museum is not only a major tourist draw, as Mike reported, but is also a professionally run operation from top to bottom. Although we will retain our headquarters operations under Jenny Hendricks as Mike reported, but is also a profession-

<insert text about Sacramento museum here>
Under the leadership of Publisher Larry DeYoung, White River Productions and Paired Rail Railroad Publications has made significant strides toward making *Scale Rails* a periodical of considerably enhanced value to members while holding the line on costs. Current membership figures appear to show a stabilization of the previous downward trend in membership, and members’ paid subscriptions to and advertising in the magazine are showing new life as well. Still ahead are additional improvements, including a renewed emphasis on new and updated data sheets, which will initially appear in *SR* and then be available to members on our web portal, nmra.org.

The Publications Committee and *SR* staff continue to look for best-in-class examples of non-profit organization periodicals that can be used as benchmarks for the magazine.

**Executive handbook**

National Secretary Bob Gangwish, Region Advisory Committee Director Bob Ferguson, and Policy Committee chair Tony Koester have reviewed the Executive Handbook page by page and made a number of recommendations to bring it up to date. The revised EHB will be posted on our web site, nmra.org, when the updates have been completed and approved by the board.

**Standards & Conformance**

Another key area of focus for enhancing the organization’s value to members is the Standards & Conformance Department, headed by Di Voss. Di’s technical reports
on various concerns such as the adherence of commercial turnouts to applicable Standards and Recommended Practices are already beginning to appear in Scale Rails.

The NMRA has traditionally been seen solely as an initiator of standards, but that role is changing. The NMRA can also bring hobby manufacturers and importers together with special-interest groups (such as DCC or large-scale train manufacturers with representatives of their customer base) in a forum that facilitates an agreement on needed standards and best practices. The NMRA can then publish and administer those standards for the greater benefit of the hobby as a whole.

Event liability insurance

The availability of free liability insurance to those who participate in NMRA-sponsored events, such as SSR Eastern Division Superintendent Mike Brock’s annual Prototype Rails meet in Cocoa Beach, Florida (see Mike Brestel’s March editorial), is an important selling point for national NMRA membership. Hosts who participate in home layout tours are covered if they are NMRA members and the tour is part of an NMRA-sponsored event, for example. Past NMRA president John Roberts manages this function, and he urges any club or organization desiring such coverage to discuss it with the HQ staff well in advance of the event.

Our 75th anniversary

It’s not too early to begin planning to help us celebrate the NMRA’s 75th anniversary in 2010. The convention will be held in Milwaukee, where it all began back in 1935. An entire year of special features in Scale Rails is being planned. The dates are July 10–18, so mark your calendars now and tell your officers about any special plans your division, region, SIG, or club is planning to promote our hobby and the NMRA in 2010.

New business

The NMRA’s fiscal year now runs from January through December. The change allows the officers and directors to make decisions about next year’s funding and expenditures at the beginning of the year instead of during or after the annual convention and train show, when the financial impact of those key events has not been fully quantified.

Membership totals will be reported in Scale Rails on a quarterly basis and show...
year-over-year changes for the past one, two, and five years, as opposed to month to month, the latter being meaningless for membership growth or loss comparison purposes.

The popular Rail Pass program has been extended through December 31, 2010. This $9.95 six-month trial membership, which includes six issue of SR, is available to new members only once and will be monitored for misuse.

The board set a 20-percent upper limit on advertising to editorial space ratio in SR; if ad reservations exceed that cut-off, more pages of editorial material will be added in eight-page increments (“signatures”). This limit is well below the limits typically set by successful commercial model railroad publications, with which the NMRA does not want to compete.

The officer and board continue to explore ways to do business as a 21st Century corporation by allowing members to be able to join, renew, or register for conventions online by credit card. Finding ways to reduce national convention costs for attendees and train-show exhibitors is at the top of Convention and Train Show Department head Henry Jordan’s list of action items; the officers and board are hopeful that holding the next several conventions in smaller cities (Anaheim, Hartford, Milwaukee, and Sacramento) will be a step in the right direction. Among the possibilities is the option of self-guided layout tours, which are used successfully by most regions and the Narrow Gauge National Convention.

Large-scale modeling

The officers and board met with representatives of the large-scale indoor and outdoor modeling community to explore synergies between their needs and goals and our own. This is part of a renewed effort by the NMRA to be seen as a “big tent” or umbrella organization of model railroad hobby groups for their mutual benefit when hosting conventions, acquiring liability insurance, publishing standards, and so on. MMR Jack Verducci and Pacific Coast Region vice president Dave Connery showed photos of outdoor large-scale layouts that were outstanding examples of scale model railroading as well as garden railroading — “scale model railroading in a living environment,” as they aptly put it.

Directors Ray deBlieck, Bob Ferguson, and Charlie Getz are setting up a large-scale working group in California’s Bay Area, a hotbed of garden railway activity.

The NMRA and SR is leaning toward using only scale ratios such as 1:20.3, 1:22.5, 1:24, 1:29, and 1:32 in lieu of letter designations such as F and G for large-scale trains. Historical No. 1 scale will still be defined as 1:32 scale using 45mm-gauge track.

British Director Steve Park’s term ending

Long-time NMRA member and director Steve Park from the United Kingdom will retire from the board of directors just prior to the Detroit National Convention in July. The officers and board gave Steve a standing ovation for his years of dedicated service to the organization and its leadership team.

Membership Services

Everyone a winner with membership contest

By Gerry Leone, MMR, Deputy Chair, Membership Services & Promotion

For the members of the NMRA’s Membership Services and Promotion (MSP) Department, the months of November, December, and January seemed to fly by. But, when the dust settled from the 2006/2007 membership contest, the NMRA had signed up well over 300 new members. Best of all, nine of those new members — and the nine members who referred them to the NMRA — are proud owners of brand-new locomotives.

Contests like these don’t happen by themselves, so the MSP Department would like to thank the folks who helped make it happen: Jenny Hendricks at NMRA HQ who drew the names, sent the letters, and kept track of the details; Hank Kraichley, whose tenacity got us some great photos and ad space; Allen Pollock, who not only procured the prizes but volunteered to mail them to the winners; Dave Gann who got us coverage online in super fast mode; and SCALE RAILS editor Stephen Priest, who used a crowbar to find us magazine space every month. We also would like to thank Atlas, Life-Like, Bachmann, and Kato for their generous prize donations.

But most important, the MSP Department wants to thank each and every NMRA member who participated in this extremely successful campaign. You showed non-members the many benefits of the NMRA, the first and foremost of which is fellowship and friendship. So to all of you who brought new folks in... THANKS!

Achievement Program

NMRA AP Certificate Report

*Indicates first Certificate of Achievement

February 2007

Golden Spike

Mid-Central Region

(Frank Koch, Manager)

Robert Kuchler, Louisville, Kentucky

Richard Maloney, Louisville, Kentucky

Mid-Continent Region

(Marty Vaughn, MMR, Manager)

David Yetter, Ames, Iowa

Mid Eastern Region

(Charles Flichman, Manager)

Paul Rausch, Waynesboro, Pennsylvania

Midwest Region

(Marvin Preussler, Manager)

David Leider, Prospect Heights, Illinois

North Central Region

(Larry Wolobon, MMR, Manager)

Jeremy Brown, Haslett, Michigan

Southeastern Region

(George Gilbert, Manager)

Revis Butler, Atlanta, Georgia

Master Builder — Cars

Mid-Continent Region

(Marty Vaughn, MMR, Manager)

Floyd Brittian,* MCoR 808, Kansas City, Missouri

Master Builder — Structures

Mid-Continent Region

(Marty Vaughn, MMR, Manager)

Floyd Brittian, MCoR 811, Kansas City, Missouri

European Region

(Sjaak Hamelink, Manager)

Alain Kap, Mersch, Luxembourg

Master Builder — Scenery

Lone Star Region

(Al Boos, MMR, Manager)

David Davis, LSR 514, Carrollton, Texas

Mid-Central Region

(Frank Koch, Manager)
Jimm was born in Philadelphia, Pennsylvania, where he lived most of his life. He attended Drexel and worked for 41 years as a chemical engineer for Betz Laboratories, Inc. He and Janet were married October 21, 1944, and have two sons, James III and Timothy. A 20-inch snowfall following his retirement made Jim decide he'd had enough of shoveling snow so they moved to Florida.

Jim became interested in trolleys at a very early age. His family lived a half block south of Lehigh Ave., (a major crosstown street in Philadelphia) and, at night, he could hear a special sound when one particular car braked to a stop. He identified that car as No. 6747. He began modeling Philadelphia cars, and his mother allowed him to take over most of the basement for a layout. In 1944, when he and Janet began dating, Jim was working on a model of LVT 1030 and dubbed it the “Janet R.” in hopes that it would eventually stand for “Richards” — which, of course, it did.

When Jim and Janet moved to a row house in the Mayfair section of Philadelphia, he again built a layout and workbench and spent many hours constructing more models. As they began looking for a larger house in the suburbs, one of the requisites was a large basement — and he got it. The new layout had four levels and over 700 feet of track. As with many layouts, it was never quite finished; however, the layout received attention for its many unique features. Jim felt that the lights in the cars should stay on continually — through stops and starts — and he developed a constant lighting system. Jim developed a system that allowed four or five cars to run simultaneously without any attention from him (and this was before computers).

As his circle of friends in the hobby grew, they formed the East Penn Traction Club which soon developed a semiannual meet. This has become a major event in the hobby, drawing 500-plus people and modules from some distant places. In 2005, the club held its 17th meet. The unique feature of the club was that meetings were held in private homes rather than developing a clubhouse. Members often had to sit on the floor, the stairs, or any other available space, yet they continued to enjoy the monthly gatherings.

After moving to Florida, Jim again set about gathering fellow hobbyists, and the Florida Electric Railway Clubs was formed. There are three divisions in the state: Southeast, Central, and Tampa Bay. Each division holds monthly meetings, and once a year, the entire club gathers for an annual meet. In 2006, the club held its 21st annual meet.

A special room was added to house his layouts in both of Jim's Florida houses. In Plantation Bay (north of Daytona Beach), Jim cut a hole in the wall to run a line outside with about 100 feet of track. The inside layout had three levels and about 200 feet of track. He continued to build cars and finally had about 30 cars.

The “Traction Hall” in John Knox Village housed Jim’s portable layout and workbench. He is presently working on a model of a Shamokin and Mt. Carmel car.

Over the years, Jim and Janet traveled to far-flung places in search of trolleys: England, Belgium, Germany, Switzerland, Portugal, Australia, as well as most of the United States.

When Jim was put under the care of hospice in October 2004, he decided he wanted to see where all his things went. Eleven cars went to the Pennsylvania Trolley Museum in Arden, Pennsylvania, along with his library of over 100 books, hundreds of pictures, negatives, as well as assorted newspaper articles he had accumulated over the years. His model of No. 2282 went to the Electric City Trolley Museum.
Association in Scranton, Pennsylvania, that also has the prototype. Members of the two clubs received most of the rest of his collections: cars, pictures, tools, and the like.

Sorting through Jim’s things for this distribution, Janet decided that his many articles should be published in a single volume, “Down by the Carbarn,” which has received recognition from many of his friends. Janet also ran across the six Certificates he had received in years gone by from the NMRA and decided to ask about his being granted the seventh certificate so he could achieve the status of Master Model Railroader. The NMRA has been generous in making this happen and both Jim and Janet are grateful that he will receive this award.

On hearing of his deteriorating condition, friends wrote calling him a “giant in the hobby,” a mentor, and other noteworthy statements. Friends call him with questions, saying “If anybody knows, Jim will know!”

Jim has earned AP Certificates for Master Builder–Motive Power, Master Builder–Scenery, Model Railroad Engineer–Civil, Model Railroad Engineer–Electrical, Chief Dispatcher, Association Volunteer, and Model Railroad Author.

My railroad has been open to tours for many years, and we have had probably a thousand visitors. Anyone wishing to see it may call me at (440) 998-5176, to set up a time.

Lawson W. Stevenson earns MMR 385

Having grown up near Lake Erie, I was always fascinated by the car ferries, ore boats, Hulett ore unloaders, and coal dumping machines at Ashtabula (Ohio) Harbor.

I also liked to watch the heavy Pennsylvania Railroad ore trains, with five steam engines, slugging their way up hill to Carson Yard, where they were made up into trains headed for Youngstown and the steel mills.

My childhood ended in 1941 when I graduated from high school and enrolled at Ohio University. Then came Pearl Harbor and the Army. I was sent to the University of Idaho and Washington State where I studied engineering in the ASTP program.

In 1944, as I was being shipped to Europe with the 11th Armored Division, I called my fiancée, Eleanor, to meet me in New York City, where we were married. I fought through the Battle of the Bulge in Germany and Austria and was being prepared for shipping to the Pacific when the war ended. I was discharged in December 1945.

As we raised our family of three children, two boys and one girl, I worked as a rural mail carrier. I played the saxophone in area bands, and later continued my education at Kent State University, planning on a teaching career. However, the U.S. Post Office then offered an early retirement, so I took that and became a gentleman of leisure.


I belong to a loose-knit club of about 12 regulars who meet every Tuesday to run trains at each other’s layouts. To keep our wives happy, we also formed a “Dining Car Club,” for which we took the wives to dinner once a month. (As we’ve aged, we have not been as regular about dining out as we were.) We also have home parties such as picnics in the summer and a Christmas party in December.

I have given clinics about Hulett ore machines and modeling at conventions and local division events and the Industrial SIG group.

My layout is based on the Lake Erie-to-the-Ohio-River New York Central System. I have four Hulett’s, an ore bridge, three operating coal dumpers, and five ships, including a seven-foot scratchbuilt model of the Edmund Fitzgerald. There are also an operating coal mine, an oil well, blast furnaces, and a steel industry, as well as the usual towns and businesses to found in real life. I used scratchbuilding methods, which I prefer to kits.

My railroad has been open to tours for many years, and we have had probably a thousand visitors. Anyone wishing to see it may call me at (440) 998-5176, to set up a time.

Lawson has earned Achievement Certificates for Master Builder–Cars, Master Builder–Structures, Master Builder–Scenery, Model Railroad Engineer–Civil, Model Railroad Engineer–Electrical, Chief Dispatcher, and Model Railroad Author.

MMR Modeling Tips Operations, Then Scenery

Many layouts are built with operations in mind. In such cases, it’s a good idea to begin operations as soon as the track work is in place, but before permanently planting the buildings or installing any scenery. If there are operating bugs and glitches in the design (and there will usually be few), they will be easy to correct. If you don’t discover a problem until after the buildings and scenery are in place, correction will be more difficult. In addition, you might have spent many hours creating a structure which really isn’t suitable for the intended location.

Roger L. Cason, MMR

Rolling Stock Weathering

An easy way to simulate the weathering pattern on car ends is with a custom mask. Cut three notches in a piece of card stock or styrene — the two outer notches should be larger and spaced to the distance between the rails; the center one should fit over the coupler shank. Lightly spray the car end with grime, rail brown and grimy black (darker colors on lighter cars and vice versa). I also paint the front of all car wheels — rust for new cars, rail brown for somewhat older ones, and grimy black for the veterans. Flow the paint onto the wheel with a brush while turning it. Keep the car level until the paint dries.

Dave Messer, MMR

CLASSIFIEDS

FOR SALE: Moving from large house to condo, no room for O scale. Layout dismantled but have loco and car kits and built up passenger and freight cars all with detailed underframes, passenger cars with interiors and lights, also Lobaugh trucks and MPH diaphragms. Send SASE for complete list to James Chapman, 19375 Cypress Ridge Terrace, Unit 1014, Lansdowne, VA 20176-5190.


FREE O scale list: List of O scale train shows for 2007. Send LSSAE to Bob Retallak, Dept SR07, 2224 Adner Ct., Columbus, OH 43220.

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