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I had joined NMRA in 1999 and so I attended some local meetings to meet some local modelers, where I met Ron Korkendall, whose articles in MR I had read, and he kindly showed me his layouts with their beautiful models. Because of a similar name, I contacted Doug Geiger and visited his layout described in magazines I had read years earlier. As a result of that visit, I was invited to attend Rocky Ops in 2001, which was my first introduction to model railroad operations. Not long after that, I was invited to operate on Carl Winkler’s O-scale layout in Tucson and continued to enjoy those sessions until the demise of the layout. Since then, I have attended many Ops sessions, learning something every time and enjoying meeting other modelers. My layout design was heavily influenced by Lee Nicholas’ layout, with its long peninsula, as well as by the second version of David Barrow’s Car Mountain & Santa Fe, with its open staging yards. I wanted a long main line run, so I opted for a double deck, which has worked out well, although my wife complains that she can’t see the upper level. Luckily, I have several tall operators who can. I also wanted signals for the engineers to pay attention to, but I did not want to have the signal system tied to the track power, so my good EE friend Bill Schaper offered to do just that. He used Control Techniques’ CT system to watch what was happening and allow the Dispatcher to throw switches to control sidetracks. The website RCWRR.com was put together in 2007 by my son, where the layout can be viewed.

My pursuit of the MMR-Earned designation started in 2010, when I submitted the paperwork for the Chief Dispatcher Certificate, having completed serving as dispatcher on various layouts during operating sessions. With the layout approaching completion, I submitted the Electrical and Scenery applications in 2011 and the Structures and Author in 2012. At that point, we started operating sessions on an irregular schedule, and I had to decide if I really wanted to finish this process or not. I finally bit the bullet and bought Fast Tracks equipment to build the necessary turnouts for the signal system for the engineers to pay attention to, but I did not want to have the signal system tied to the track power, so my good EE friend Bill Schaper offered to do just that. He used Control Techniques’ CT system to watch what was happening and allow the Dispatcher to throw switches to control sidetracks. The website RCWRR.com was put together in 2007 by my son, where the layout can be viewed.

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