

NMRA BULLETIN

HAVE YOU CHANGED YOUR ADDRESS OR OTHER MEMBERSHIP INFORMATION?

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2026 NMRA NATIONAL CONVENTION DATES AND NATIONAL TRAIN SHOW RESERVATIONS:

Scenic City Express
July 27-August 2, 2026
Chattanooga, Tennessee
www.nmra2026.org

Train Show Booth Reservations
Jenny Hendricks Registrar
P.O. Box 1328 Soddy Daisy, TN 37384-1328
423-892-2846 ntsreg@nmra.org

Future Convention Locations
2027: Tacoma, Washington
2028: Rochester, New York

ACHIEVEMENT PROGRAM NMRA AP CERTIFICATE REPORT

MARCH 2026

GOLDEN SPIKE

Mid-Eastern Region

John Arthur
(North Chesterfield, Virginia)

Scott Woodell

(Rising Sun, Maryland)

Pacific Northwest Region

Joel Williams
(Fruitland, Idaho)

MASTER BUILDER (MOTIVE POWER)

None this month

MASTER BUILDER (CARS)

Mid-Central Region

Mark Pekelnicky
(Parma Heights, Ohio)

Northeastern Region

Bill Brown, MMR
(Jamesville, New York)

MASTER BUILDER (STRUCTURES)

Lone Star Region

Don Winn, MMR
(San Antonio, Texas)

Pacific Northwest Region

Bert Cripe
(Port Orchard, Washington)

MASTER BUILDER (SCENERY)

Mid-Central Region

Bruce Puccini
(Huntington, West Virginia)

Mid-Eastern Region

Dylan Petro
(Fort Mill, South Carolina)

Scott Woodell

(Rising Sun, Maryland)

Pacific Northwest Region

Joel Williams
(Fruitland, Idaho)

MASTER BUILDER (PROTOTYPE MODELS)

Mid-Central Region

Neal A. Schorr
(Wexford, Pennsylvania)

MODEL RAILROAD ENGINEER (CIVIL)

None this month

MODEL RAILROAD ENGINEER (ELECTRICAL)

Pacific Northwest Region

Joel Williams
(Fruitland, Idaho)

CHIEF DISPATCHER

Mid-Eastern Region

Scott Woodell
(Rising Sun, Maryland)

ASSOCIATION OFFICIAL

Mid-Eastern Region

Kirk Bateman
(Sykesville, Maryland)

Northeastern Region

Fergus Francey
(Dartmouth, Nova Scotia, Canada)

ASSOCIATION VOLUNTEER

Mid-Central Region

John R. Gafney
(Dublin, Ohio)

Niagara Frontier Region

Ronald Johnson
(Hamilton, Ontario, Canada)

Pacific Northwest Region

Joel Williams
(Fruitland, Idaho)

Southeastern Region

Ralph Watson
(Crossville, Tennessee)

MODEL RAILROAD AUTHOR

Midwest Region

John "Rusty" Dramm
(Waunakee, Wisconsin)

North Central Region

Norman Logan
(Northville, Michigan)

MASTER MODEL RAILROADER

Mid-Eastern Region

William Lyders
(Gainesville, Virginia)

Pacific Northwest Region

Bert Cripe
(Port Orchard, Washington)

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 Ray Persing at achiev@nmra.org.

2026 ELECTION RESULTS

Mike Cummings, Secretary NMRA

I would like to thank all those who put their name forward to be candidates for one of the open leadership positions in 2026. Here are the new Officers starting their terms in 2026:

Canada District Director - Ed Molenkamp

Central District Director - Fred Soward

Canada President - Steve McMullin

Canada Vice President - Fergus Francey

Congratulations to all who participated in this election cycle. The open positions for the 2027 election rotation will be announced soon, and please consider becoming involved in a leadership position.

TERRY FEARN



My interest in model railroading is a little different from that of other model railroaders I know. Yes, I had a Lionel train set as a Christmas gift at an early age, but I was more interested in real railroading. I grew up in Garden Grove, in Southern California. My parents' house was two blocks from the active Southern Pacific branch line that bisected the town. Once my sister and I were older, our parents would book regular trips on the Santa Fe's *San Diegan* from Santa Ana to San Diego, passing through miles of orange groves and along the coastline from San Clemente south. On one of those early trips, a kindly Santa Fe conductor gave me a walking tour through the entire train.

After receiving a Lionel train set, my father built a small, 4x6 permanent layout in our rec room. We enjoyed building structures for the layout and collecting more cars, but I eventually grew bored of watching the trains go in circles. Several years later, my father started assembling highly detailed Revell models. His initial interest was in building models of the airplanes he worked on at an aircraft plant. I was fascinated by these models. My father taught me the importance of following directions and carefully assembling,

gluing, painting, and decaling the models. We eventually filled a bookcase with airplanes, ships, and vehicles.

During a family vacation, we visited my mother's aunt and uncle in Portland, Oregon. My great-uncle was a model railroader, and he took me downstairs to see his Milwaukee Road HO-scale trains and the projects he was working on. I was hooked! Eventually, a basic model railroad layout was constructed where the Lionel layout had been. It was a freelance model railroad: Arizona Southern Railroad. I soon discovered the wide variety of locomotive and rolling stock kits at the nearby hobby shop. My father and I began assembling car kits from Central Valley, LaBelle, and Silver Streak, as well as structures from Suydam and Campbell Scale Models. Our focus was building early-1900s wood cars with truss rods and colorful lettering, along with small steam locomotives.

After high school, I went away to college, moved to Arizona, graduated, then married, moved back to California, started a family, went to graduate school, and built a career. I read model railroad magazines and built an occasional car kit, which was packed away. However, I didn't have

CERTIFICATES EARNED Terry Fearn, MMR® #816

- Association Volunteer
- Model Railroad Author
- Master Builder – Scenery
- Master Builder – Cars
- Master Builder – Structures
- Model Railroad Engineer – Electrical
- Model Railroad Engineer – Civil

the time or space for a model railroad. I joined the NMRA but never had time to attend the Division meetings, and let my membership lapse after several years. Eventually, my wife and I bought a larger home with a spare bedroom, which became the site of my long-planned (and larger) Arizona Southern Railroad. I kept many of the cars and locomotives that my father and I had completed and enjoyed building a layout with realistic scenery to run them on. I rejoined the NMRA in 1997, but still didn't have time to attend the Division meets. However, I learned a lot by reading the monthly magazine.

Although I enjoyed the Arizona Southern layout, I was always fascinated by the Denver & Rio Grande narrow gauge, having ridden the Durango-to-Silverton train several times. I eventually dismantled the Arizona Southern layout and began work on an HOn3 layout based on D&RGW's Marshall Pass/Black Canyon line. A photograph of my layout was published in the August 2011 issue of *Model Railroader*, Trackside Photos. This led to being contacted by local modelers who asked me to host a layout tour, which was attended by over 35 modelers. I attended the 2013 National Narrow Gauge Convention in Pasadena and met many more narrow gauge model railroaders. After years of being a lone model railroader, I enjoyed the fellowship and information-sharing of other modelers.

PACIFIC SOUTHWEST REGION: ARIZONA DIVISION

MMR: #816

In 2018, my wife and I retired, sold our home in California, and moved to northern Arizona. We worked with a local contractor to design our home, with a dedicated quilting room for my wife and a train room for me. For the new layout, I decided to model Southern Pacific Railroad in the early 1950s, running through the California San Joaquin Valley near Bakersfield. My focus was modeling the orange groves, packing houses, and other agricultural industries, along with the nearby oil field. With the help of model railroaders I met through a local club, trains were running within a year, and the layout was mostly completed within two years.

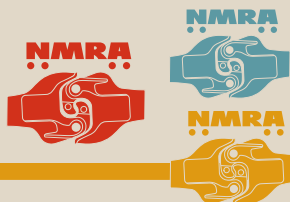
My NMRA membership was transferred to the Arizona Division, and in the fall of

2019, I attended my first NMRA Pacific Southwest Region convention in Mesa, Arizona. I had only met a few Arizona Division members and was not sure what to expect or how welcoming the other attendees would be. It was a great experience! I sat in on several hands-on clinics and numerous informative presentations. I also became acquainted with other NMRA Arizona Division members, particularly Frank Baker, Division Director, and Bruce Petrarca, Division Superintendent and AP Committee Chair, both of whom had earned their MMR certificate.

I also began attending some of the Division's quarterly meetings; Scottsdale in the fall and northern Arizona in the summer. I was elected as the next Division Director after Frank

Baker's term was concluded, and I enjoyed meeting and working with members of the other PSR Divisions.

I was vaguely aware of the NMRA Achievement Program, but I thought the level of achievement and workmanship was beyond my skills. However, after viewing my model railroad, Bruce Petrarca encouraged me to begin work on the certificates. I earned my first two certificates in late 2024, earned four more in 2025, and completed the last one in February 2026. I am very grateful to the members of the Arizona Division who encouraged and supported me during my MMR journey, and I look forward to encouraging other model railroaders to join the MMR program. ●



MASTER LIST OF PARTNERS FOR 2026

THIS LIST IS COMPILED OF **MANUFACTURER/ONLINE**
RETAILERS, NONPROFITS AND HOBBY STORES.

UPDATED AS OF April 15th



- 18Ten Designs
- Bespoke Rail
- Book and Bell*
- CatzPaw Innovations
- CB Train Junction
- Clever Models LLC
- Coastmans Scenic Products
- Composite Designs, Inc.
- Conowingo Models
- Dark Sky Modules
- Daylight Sales
- Deepwoods Software
- Deluxe Materials
- Denver Model Trains
- Diorama Hobbies
- DVL Design, LLC
- Dwarvin Enterprises
- East Coast Circuits
- East Plains Weathering Co.
- Enterprise & National Car Rental
- Evan Designs
- EZ Tronic
- Freight Studios
- Fusion Scale Graphics
- Gatorfoam
- Great Decals!
- Green Frog Productions
- Highways and Byways
- Model Railroad Graphics
- Hot Wire Foam Factory
- Ipswich Hobbies
- ITLA Scale Models
- K.I.S.S. Method Inc.
- Klawndyke
- LaBelle Woodworking Co.
- LARC Products
- Leavin' A Mark Engraving
- Lineside Details
- Logic Rail Tech
- MAC Rail, LLC.
- Marker Tree Creations
- Micro-Mark
- Mid-South Hobbies
- Mine Mount Models, LLC
- Miniprints
- Mississippi Agriculture & Forestry Museum
- Model Train Catalogue
- Modelers Decals & Paint
- Model Rectifier Corp (MRC)
- Motrak Models
- MrTrain.com
- Mudd Creek Models
- New Creations Victorian
- Railroad Buildings
- Nick & Nora Designs
- Northlandz
- NScaleWorks
- Old Depot Gallery
- Old West Scenery
- Precision Model Railroad
- RailroadKits & Microlumina
- R.Duck Locomotive Works
- R & J Details
- RR-CirKits
- Scale Model Plans
- Scale Railroad Models
- Scenery Solutions
- Showcase Miniatures
- T-TRAK by Denniston
- Team Track Models
- The Model Railroad
- Benchwork Store
- The N Scale Architect
- The Old Depot Gallery
- The N Scale Architect
- The Old Depot Gallery
- Third & Townsend Models
- Tichy Train Group
- Touch of the Brush Model Weathering
- Train Installations LLC
- Train Show, Inc.
- TrainTastic
- Trainmasters TV / Model
- Railroad Hobbyist Store
- Trainz
- TSG Multimedia
- UGears
- Wallace Locomotive Works
- White Rose Hobbies
- WiFi Model Railroad LLC
- Yelton Models
- 5 Pines Rustic Creations
- Traintote*
- Model Train Box
- MR Train Shoppe
- Wyebridge Hobbies
- Corddry Crossing Hobbies
- Norfolk & Southern Historical Society

If your name is missing from this list [PLEASE email engage@nmra.org](mailto:engage@nmra.org)

JOHN A. CAMPBELL, MD

It wasn't until later in life that I realized what a gift my father had given me. My late father, the Rev. Edward J. Campbell, grew up in Chicago surrounded by railroads. While many people at the time simply saw railroads as either a means of getting from point A to point B or as background noise and smoke, my dad took a keen interest in railroad equipment, stations, and schedules. I recall his stories about riding the Chicago & North Western commuter and passenger trains, the Burlington's *Zephyrs*, as well as the Chicago North Shore and Milwaukee interurbans. I still have a book he purchased back in the early 1960s, Ron Ziel's *The Twilight of Steam Locomotives*. I practically learned to read by perusing this book and drew sketches of the steam locomotives featured in its pages.

One Christmas, when I was seven or eight years old, my father built a small 4x4-foot platform for the Christmas tree. Santa brought me a Cox HO-scale train set, featuring a blue-and-yellow warbonnet Santa Fe F-unit, a few freight cars, and a Santa Fe caboose. The set contained enough track for a circle and a small DC transformer. We placed the tracks on the platform under the tree, and I was hooked. Before long, the platform moved to the basement. We added legs and constructed our first layout: a small oval with one siding, a few Tyco buildings (remember the old-time factory?), some grass mat, cut-up lengths of sandpaper for roads, and some plastic trees. Despite its small size, we had a blast running trains on the first layout. What was most fun was getting to enjoy this with my dad.

I grew up in Minnesota and Michigan, and, luckily, was exposed to railroads by my father along the way. Eventually, we moved to Clawson, a northern suburb of Detroit. There, I met another young model railroader, David Gray.

David became my best friend, and we are still best friends a half-century later. David had built an approximately 6x10-foot model railroad with two ovals, a small yard, and sidings with industries and switching operations. He could run two trains at once and had remote-controlled switches, which amazed me. Best of all, he was a fan of the Chesapeake & Ohio, my favorite railroad. We spent hours upon hours working on the layout, running trains, performing switching operations, and learning basic techniques of scenery, track ballasting, reverse loops, and weathering. Even in high school and into college, we still managed to enjoy that layout and delve deeper into the hobby. I also recall my dad taking us to Elberta, Michigan, for a ride across Lake Michigan on Ann Arbor Railroad's car ferry, *MV Viking*. Both of us have had a fascination with the Great Lakes car ferries since then, as well as model railroading.

Eventually, with college and medical school dominating my time, and with a lack of money, time, and space, I had less time for the hobby. My parents had moved back to Minnesota, and I decided to go to medical school in the Twin Cities. Fortunately, my father and I started another layout in his basement featuring his beloved C&NW. Looking back, I didn't get to spend much time enjoying it, but I treasure the time I had with my father, as he passed away several years later. I married my wife, Braun, during medical school, started raising a family with three great kids, and spent some years as a Navy medical officer with the United States Marine Corps, Second Marine Division, based at Camp Lejeune, North Carolina. I went on to complete my neurosurgery residency in Richmond, Virginia. During this time, I purchased the occasional *Model Railroader* magazine, rekindling my interest in the hobby.



CERTIFICATES EARNED John A. Campbell, MD, MMR® #817

- Model Railroad Engineer – Civil
- Model Railroad Engineer – Electrical
- Master Builder – Motive Power
- Chief Dispatcher
- Master Builder – Scenery
- Master Builder – Prototype Models
- Model Railroad Author

Within a few years, we moved to Arkansas, my wife's home state, and closer to her folks. We built a home, and soon the kids were no longer toddlers. Best of all, I finally had space and some money (although limited time) to jump back into model railroading. Over the years, I had developed a strong interest in the Ann Arbor Railroad and its car ferry operations, which sadly came to a close in 1982. What followed was a medium-sized HO-scale layout depicting the Ann Arbor Railroad as it looked in the early 1930s, with steam locomotives and a car ferry model. I built the around-the-walls layout on the upper story of a barn-style outbuilding. A central peninsula served as the rail-marine center of Elberta.

NORTH CENTRAL REGION: DIVISION 2

MMR: #817

I constructed a model of Ann Arbor No. 4 car ferry with four tracks and a removable upper superstructure. At the same time, my skills were improving with scenery, tracklaying, and a newly acquired DCC system.

I thought we would retire there, so my model railroad was anything but portable. Many of you know firsthand the pain of deconstructing such a labor of love, but that is exactly what happened when a neurosurgery position became available in beautiful Traverse City, Michigan. By this point, my kids had grown up, with my youngest about to start college, so we packed up and moved. Fortunately, my wife and I found a home with a relatively large unfinished basement. After finishing the basement, I began constructing my current layout. I now enjoy a somewhat complete HO-scale Ann Arbor Railroad, again featuring steam locomotives and car ferry operations from the early 1930s from Cadillac to Elberta. We run regular operating sessions with my fellow model railroaders.

Shortly after moving to Traverse City, I discovered a local downtown hobby shop, Trains and Things Hobbies. I met the owner, former NMRA President and MMR #396, Pete Magoun. Pete introduced me to the NMRA, and I immediately became a member. Before long, I was attending Division 2 (Tip of the Mitt) NCR meetings. There, I met other model railroaders with a wide array of expertise and interests. I learned a lot from my friends, clinics, the *NMRA Magazine*, and other publications. Eventually, with Pete's encouragement, I went on to earn an NMRA Golden Spike Award and then took the headfirst dive into the Achievement Program. For my Chief Dispatcher certificate, I kept a log of my operating sessions on others' layouts. As my layout progressed, I earned the Electrical and Civil Engineer certificates, followed by others in Scenery and

Prototype Models. Also during this time, I wrote regular articles for our local Division 2 newsletter, hosted op sessions, gave clinics, and served as the Division 2 Yardmaster for two years.

For me, the heavy lift with the AP was the Master Builder-Motive Power requirement to build a piece of railroad motive power from scratch, whether diesel, steam, or traction — basically, a self-propelled powered railroad vehicle. This seemed like a daunting task; I had no idea where to begin. But then I remembered reading about the Ann Arbor Railroad's McKeen motorcars. These were early passenger railcars, distinctively streamlined, and built in the early 1900s by the McKeen Motorcar Company in Omaha, Nebraska. They could carry about 70 passengers, had a baggage compartment, and were propelled by a marine-type gasoline-fueled engine which powered the leading axle of the front truck. The vehicles were designed for a two-man crew consisting of a motorman up front and a conductor. I got busy and built the HO scale vehicle, piece by piece, using a NorthWest Short Line Stanton drive to power the motorcar. It was most certainly a challenge, especially constructing the front and rear trucks and the roof. However, my model won a Certificate of Achievement. I was on my way.

Other projects for the Motive Power certificate involved superdetailing and, with one locomotive, entirely rebuilding an existing model. I have to admit I struggled more with these two projects than with the McKeen Motorcar. I ended up superdetailing an HO-scale Bachmann 2-8-0 to better match the prototype, adding details such as classification light lenses, a backup headlight, a repositioned bell, cab details, boiler details, custom decals, a realistic coal load, and weathering. The other steam locomotive rebuild was a Mantua HO scale 4-4-2 Atlantic that I basically rebuilt from the wheels

up, including a more realistic tender, a completely rebuilt cylinder block, and repositioning a headlight onto the smokebox cover. Finally, I had to convert the model to DCC and add a decoder and speaker. Many other details were added. After a rocky start and with additional modeling, I also earned Certificates of Achievement for these models. Division 2 AP chair Pete Magoun, and NCR AP chair Harley "Skip" Luyk (MMR #541), were extremely helpful, offering encouragement throughout this process. Anyone participating in the AP should use their Division and Regional AP chairs as helpful resources.

The final certificate I selected for my journey through the AP was Model Railroad Author. I had written several articles for my local newsletter, which qualified for half the points needed, but I needed the other half to come from a national-level publication. I wrote a story about how I built my McKeen Motorcar, which was accepted and will be published in a future issue of the *NMRA Magazine*.

I have found this journey through the NMRA Achievement Program to be very worthwhile, having learned new skills, honed some others, and become a better modeler. All in all, this has helped me to appreciate my hobby even more. Perhaps most importantly, it has made me appreciate the hard work and talent that my fellow model railroaders put into their layouts and models, and to enjoy learning new skills and techniques from them.

My father gave me a great gift. The first train set was fun, but, more importantly, Dad gave me a love for railroads and model trains. Had he not imparted this passion to me, I likely would not have re-entered model railroading as an adult. I think it has never been more critical for us to pass along our passion for this hobby to the next generation. Let's get to work! ●