



EDUCATION DEPARTMENT

What I Learned by Becoming an MMR

By Gerry Leone, newly-minted MMR

I went into the Achievement Program thinking I knew a lot of stuff. I came out of the AP realizing how little I knew. Either the program somehow sucked information out of my brain, or it was what's known as a "growth experience." I'm pretty sure it was the latter.

For me, becoming an MMR was a "life goal"—the kind you hear about everybody else pursuing. So in 2002, when I passed my half-century mile marker and realized that reaching the goal was never going to get easier, it became a total and complete commitment. I put down the plaster bucket and literally stopped all work on my beloved half-built Bona Vista Railroad to pursue each of the seven certificates, one after the other. Bang, bang, bang. Yes, indeed, I got "tunnel vision."

It was work. It was fun. And much to my surprise, it was fun work. And I learned a lot along the way, some of which I'd like to share.

Humility

This came in all shapes and sizes during the AP. Just when I was ready to show the world my "magnificent" scratchbuilt boxcar, I ran across a 31-year-old issue of *Railroad Model Craftsman*, spotlighting the NMRA National contest winners for that year. Mr. Leone, would you and your boxcar please sit down?

There were models on those pages I couldn't even dream of building. Models like a fully-appointed, scratchbuilt Nn3 steam loco created with no power tools except an electric eraser. Or an auto transport car with working, locking doors, each containing over 297 parts. They took my breath away. Boxcar? Heh, what boxcar?

The experience made me realize how really, really good the guys like Jack Work and Jock Oliphant and John Allen were. And how many more really, really good modelers there are out there. Without having built my boxcar, without having tried myself, I'd have never realized the true craftsmanship of what I was looking at, and how good some of those Old Masters were.

Judgment Day

I hate being judged. I love being judged. I've often heard that the Merit Awards are the single greatest reason modelers choose not to enter the AP. They don't realize how they're short-changing themselves.

Maybe it's testosterone overload, but guys, listen up: Merit Award judging really isn't a "me vs. him" contest. It's "me vs. me." That means I always come out the winner.

I learned big-time from Merit Award judging. I learned that things I'd done that I thought were great... weren't. I learned that things I took for granted were actually kind of great. I learned that there's always room for a cleaner cut, a smoother paint job, a straighter window. I learned that I can do things I thought I could never do. And that I can't do things I thought I could. Eye-openers, all of 'em.

It taught me how to take off my "loving creator" glasses and see my modeling objectively. Some of it really isn't very good. Some of it actually is.

Most important, I learned that by raising the bar for myself, my joy in clearing that bar is multiplied. If that isn't a "life lesson," what is?

The kindest cut

I knew that rock beats scissors. I knew that scissors beat paper. Now I know that scalpel beats X-acto. And that nothing beats a good pair of tweezers.

I learned that "the right tool" really does make a difference. I learned that nobody makes a T-square shallow enough for cutting sheet styrene or wood. I learned that I want—no, need—most of the items in the Micro-Mark catalog. My wife, who pays the bills, learned that I'm well on my way to achieving that goal.

Put on the brakes

Before the AP, the most superdetailing I'd ever done to a freight car was gluing on the brakewheel. Now I know how to pipe an AB brake system. And what an AB brake system is. And why it is.

I also learned that while there are a plethora of articles in the commercial press on scratchbuilding structures (including a few by yours truly), there are precious few on scratchbuilding freight cars. I'm not talking modifying kits, I'm talking "here's a pile of styrene; have at it" articles. My thanks goes out to John R. Porter for writing the 1977 *Model Railroader* article that got me to jump in the pool for the very first time.

The good guys


I learned that there are an awful lot of really good guys in this hobby. I mean really good guys. Guys who are willing to help. Guys who are willing to offer advice and constructive criticism. Guys who are friends enough to be fair, impartial, objective judges when the time comes.

I started as a lone-wolf modeler. I'm still a lone-wolf modeler. But along the way I met one guy, who introduced me to another guy, who got me involved with a group of guys, who volunteered me for... Doors opened up to learning, to fun, to a whole side of the hobby I never thought I'd like.

I don't know nuthin.' So in the end, three years later, I find that the MMR program has taught me what I don't know, has taught me what I didn't know, and has taught me what I always knew. Quite a tall order for seven paper certificates.

Has it made my modeling better? Without a doubt. But more important, the MMR program made my hobby better. Can't ask for more than that.

Now, if you'll excuse me, I'd like to get back to slopping some plaster.

I'd like to personally thank those guys whose encouragement and support helped me reach my lifetime goal of MMR: Chuck Diljak, Dave Hunt, Les Breuer, John Hotvet, MMR, Tom Mauszycki, Wayne Wesolowski, and the entire Twin Cities Division of the Thousand Lakes Region. Most of all, thanks to my extraordinarily supportive wife, Renay, who always told me it looked good, even when it didn't. 

BULLETINBOARD

In Memoriam

We wish to bid farewell to our members and friends who have reached the end of their journey. Our sincere sympathy is extended to members of the families they left behind. For the month of December 2004.

Norman L. Wedekind, Harbor City, CA
John T. George, King George, VA
Charles W. Storz, Portland, OR
Cal L. Thacker, San Antonio, TX
Arthur L. Chapman, Pittsfield, IL
Charles L. Lamoureux, Cleveland, OH
Robert G. Gillum, Sun City West, AZ
Donald J. Bedrowsky, Dayton, OH
Ian MacMillan, Victoria, BC
Claude T. Baker, Bartlett, TN
Ronald L. Cosolaro, Matamoras, PA
Malcolm Vordenbaum, Wichita Falls, TX
Brendal Arthur, Whitehall, OH
Robert B. Johnson, Whitehouse Station, NJ
William Brookes, Titusville, FL

Pass Exchange

Pass Exchange is a free program for all NMRA members. It enables you to send and receive passes from model railroads all over the world. Even if you don't have an operating model railroad, you can make up a pass for your ideal imaginary railroad which will serve as an introduction to other model railroaders.

To get started, send one of your passes with your address and NMRA number to Robert Stobbe, MMR, 1303 Lytle Street, Kerrville, TX 78028. You will receive a list of Pass Exchangers and your name will be published as a Pass Exchanger in the Bulletin as soon as possible. Your pass will also be considered for the "Pass of the Month" feature in the Bulletin.

To get started as an E-Passer, e-mail your pass to me at rstob@texxa.net with a note showing your NMRA number. Your name will be added to my E-Passers list, which is distributed periodically to all on the list. You also may be selected as "Pass of the Month" and have your pass printed in the Bulletin.

Pass of the Month

Chuck Batherson has done a fantastic job with his Blue Ridge & White Mountain RR pass. He has taken full advantage of an Electronic Rail Pass



capacity for use of color. The beige background fits in nicely with the overlay of the locomotive and the text. His blue shield RR logo is lined up nicely with the NMRA and regional logos and the red shows up well for the necessary data. To get your copy of this pass, e-mail yours to Chuck Batherson chuck@Batherson.com.

—W. Robert Stobbe, MMR
Pass Exchange Chairman

Achievement Program

NMRA AP Certificates

Report for January 2005

Note: This report also contains some listings previously omitted from prior months.

*Indicates first Certificate of Achievement

Golden Spike

Gary Shurgold, Chatham, ON
Russell Grills, Cazenovia, NY
Edward O'Rourke, Syracuse, NY
Andrew Wasowicz, Ridgewood, NY
Michael Adams, Portland, OR
Dan Dexter, Portland, OR
J. J. Johnston, Bellevue, WA
Bob Kentrenos, Las Vegas, NV
Hunter Womble, Birmingham, AL

Master Builder - Motive Power

Noll Horan, Annandale, VA
Brian Block, Las Vegas, NV
Richard Lautenslager, Marcellus, NY

Master Builder - Cars

Didrik Voss, Mill Creek, WA
Jerry Hoverson, McKinney, TX
Paul Myers, Kansas City, MO*
Gail Allen Komar, Tampa, FL

Master Builder - Structures

Jack Parker, Charlotte, NC
Didrik Voss, Mill Creek, WA
Harold Shelton, Phoenix, AZ
Richard Lautenslager, Marcellus, NY

Master Builder - Scenery

Jim Rollwage, Crestwood, KY
Jack Parker, Charlotte, NC
Didrik Voss, Mill Creek, WA
Harold Shelton, Phoenix, AZ
Hunter Womble, Birmingham, AL
Michael Armstrong, Lexington, KY*
James Heidt, Clockville, NY*
Richard Lautenslager, Marcellus, NY

Master Builder - Prototype Modeler

Didrik Voss, Mill Creek, WA

Model Railroad Engineer - Civil

Charles Kirk, Dallas, TX
Jack Parker, Charlotte, NC
Didrik Voss, Mill Creek, WA
Dave Woodrell, Bothell, WA
Harold Shelton, Phoenix, AZ

Model Railroad Engineer - Electrical

Jack Parker, Charlotte, NC
Robert Price, Collingswood, NJ
Didrik Voss, Mill Creek, WA
Harold Shelton, Phoenix, AZ
Rick Knight, Huntersville, NC

Chief Dispatcher

Dave Chance, Kannapolis, NC
Michele Chance, Kannapolis, NC
Martin Oakes, Denver, NC
Jack Parker, Charlotte, NC
Robert Price Collingswood, NJ

Association Official

Bill McPherson, Rowlett, TX*
James Heidt, Clockville, NY
Stanley Seeds, MMR, Ft. Myers, FL
John Wilkes, Winter Haven, FL

Association Volunteer

Didrik Voss, Mill Creek, WA
Bill McPherson, Rowlett, TX
Michael Armstrong, Lexington, KY
Dennis Smith, Springfield, MO
Al Warren, MMR, Ames, IA
Alan Mende, Hummelstown, PA
James Heidt, Clockville, NY

Model Railroad Author

Clinton Hyde, Chantilly, VA
Donald Woodwell, Calabash, NC*
Barb Rothwell, Fitchburg, WI
James Heidt, Clockville, NY
Jeff Paston, Manlius, NY*

Master Model Railroader

Didrik Voss, MMR 325, Mill Creek, WA
Jerry Hoverson, MMR 347, McKinney, TX
Gary Shurgold, MMR 348, Chatham, ON
Gail Allen Komar, MMR 349, Tampa, FL

WELCOME ABOARD

New members for the month of December 2004.

Life Members

George Konow, Redding, CT
John Kelley, Gilbertville, MA
Jonathan Black, King Of Prussia, PA

Foreign and APO

Rowan C. Johnson, Kwa Zulu Natal, S. Africa

Northeastern

Eustace L. Greares Jr., Brooklyn, NY
Martin J. Hornung, Bronx, NY

Stephen, Masri, New York, NY
Steve, Norring, New York, NY
Joseph M. Brownstein, Framingham, MA
Eduard J. Pfister, Ramsey, NJ
Carol Bakken, W. Warwick, RI
Thomas Gaulien, W. Warwick, RI
John E. Tutein, Albany, NY
Dave Plourde, E. Longmeadow, MA
George Reneris, Sunderland, MA
Bruce S. Kelly, Westport, CT
George Konow, Redding, CT
Donald R. Sahtoro, Harrison, NY

Niagara Frontier

John Kanakos, London, ON
Darryl E. Bailey, Bolton, ON
John Falls, Bobcaygeon, ON
Arthur J. Silber, Thornhill, ON
Thomas Scheibner, Endwell, NY
Stephen A. Puchalski, Hamilton, ON
Tim Rhodes, Vestal, NY
George M. Whitaker, Binghamton, NY

North Central

David B. Millerort, Wayne, IN
Gerald H. Taylor, Wayne, IN

Kenneth M. Zimmerman, Bluffton, OH
Eric, P. Menzel, Saline, MI
Manfred W. Grunwaldt Sr., Traverse City, MI
Beverly J. Fuller, Troy, MI
Thomas G. Toth, Washington, MI

Thousand Lakes Region

David C. Rogers, St. Cloud, MN
Jim Pfeifle, Cokato, MN
Thomas M. Johnson, Woodbury, MN
Bruce J. Selb, Burnsville, MN

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ACHIEVEMENT PROGRAM

John M. Johnson Earns MMR 339

John Johnson's first train set was a Lionel freight, received in 1941. By the time he was 12, he had a large Lionel layout in the basement featuring many structures he had scratchbuilt from articles in *Model Railroader*. John switched to HO scale in 1954 after seeing a Varney dockside freight set in a local store. The O-gauge layout was taken apart and construction started on a small HO pike. He scratchbuilt a few freight car and structure models from articles in *Model Railroader* in the 1950s and early 1960s.

After graduating from high school, he enlisted in the Navy and served over three years on an aircraft carrier. Finding a hobby shop on the carrier, he was able to assemble freight car models in his spare time.

After leaving the Navy in 1963, he returned to New Jersey and landed a job with Western Electric as a communications equipment technician. John married a girl he had met in Virginia while in the


Navy, and raised three daughters. He retired from Western Electric and moved to Franklin, Va.

John joined the NMRA in 1964 and the Mid-Eastern Region in 1965. He has attended many NMRA national and regional conventions and has served as model contest judge several times. He has presented clinics at regional and national conventions, is a charter member of the New Jersey Division and has served as Assistant Superintendent and Superintendent. He has also served the Mid-Eastern Region as model contest chairman and Vice-President. He currently serves as Archivist and Nominations Chairman for the MER. Since moving to Franklin, he has joined the Tidewater Division and is serving as the division's model contest chairman and achievement program coordinator.

John models the Pennsylvania Railroad and started construction on his new home layout four years ago. He has been an active member of the

Pennsylvania Railroad Technical and Historical Society for over 30 years. He also belongs to the Philadelphia Chapter of the PRR T&HS and the Norfolk and Western Historical Society. He enjoys building accurate HO models of freight cars and has attended several Railroad Prototype Modeler seminars and meets.



John holds AP certificates for Master Builder-Cars, Prototype Modeler, Engineer-Civil, Chief Dispatcher, Volunteer, Author and Official. 

Welcome Aboard

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Pacific Northwest

- Doug Houghton, Mission, BC
- Rob W. Iiams, Gresham, OR
- Cederic C. Green, Mountain Home, ID
- Maitland Hardyman, Townsend, WA
- Gregory J. Lawson, Camano Island, WA
- Howard D. Copp, Pullman, WA

Pacific Coast

- Gary B. Saxton, Clovis, CA
- Don Johnson, Placerville, CA
- Lowell N. Kamrar, Lodi, CA
- Robert Boddyort Bragg, CA
- Ron Bracklow, Sebastopol, CA

Rocky Mountain

- Greg Buczynski, Denver, CO
- Gerry L. Glancy, Littleton, CO
- Anita Karl, Cheyenne, WY
- Gary C. Muse, Conifer, CO
- Charles H. Blouch, South Jordan, UT
- Harlan E. Francis, Layton, UT
- Robert G. Wachs, Murray, UT

Midwest

- Pat Adas, Milwaukee, WI
- Jim Beix, Union Grove, WI
- Erik Desotelle, Milwaukee, WI
- Robert Injeski, Greenfield, WI
- Steve Kalman, Milwaukee, WI
- Don Leutner, Thiensville, WI
- Eric Manke, Milwaukee, WI
- Owen C. Pritchard, Ixonia, WI
- John B. Roehl, West Bend, WI
- John A. Ruminski, Milwaukee, WI
- Ray Sanin, Racine, WI
- Jenny Schwartz, Burlington, WI
- Mark Westerfiel, Wauwatosa, WI
- Bill Baumann, Verona, WI
- David M. Grant, Baraboo, WI
- Don Quandt, Middleton, WI

- J. Craig, Whitcomb, Arena, WI
- Ray Etzel, Menomonee Falls, WI
- Dell Fisher, Butler, WI
- Daniel Montaine, Grafton, WI
- Jim D. Mordell, Greenville, WI
- Ronald R. Westerhous, Fond du Lac, WI
- Mark Losinjecki, Munster, IN
- Alvin G. McKinley, Lake Station, IN
- Paul Rudolf, Bradley, IL
- Steven K. Thomas, Grove, IN
- Jim Mullaney, Glenview, IL
- Prescott Happ, Woodstock, IL
- Jon Hutchison, Rochelle, IL
- Ken Olsen, Poplar Grove, IL
- Fred C. Wilson, Rockford, IL
- William Becker, Sycamore, IL
- Larry R. O'Connor, Marengo, IL
- Jerome, Ringel, Lockport, IL
- Jerry J. Zeman Jr., Willowbrook, IL

Mid-Centiment

- David H. Anderson, Churdan, IA
- Andrew Husman, Omaha, NE
- Robert G. Gibson, Millstadt, IL

Mid-Eastern

- James D. Aveson, Harrisonburg, VA
- Samuel Johnson, Newark, DE
- Kevin M. McLaughlin, Doswell, VA
- Robert J. Williams Jr., Millsboro, DE
- Robert H. Barney, Egg Harbour Township, NJ
- Craig L. Giovinazzi, Malaga, NJ
- Robert R. Pearson, Cherry Hill, NJ
- Brian W. Sheron, Poolesville, MD
- Edmund J. Armon, Hatboro, PA
- Herb Taylor, Virginia Beach, VA
- Ora E. Brooks, Chester, VA
- Scott A. Morris, Bedford, VA
- Michael A. Calo, Glen Burnie, MD
- Marvin Zelkowitz, Columbia, MD
- Robert J. Thomas, Myersville, MD
- Virginia Bell, Gettysburg, PA
- John Bell, Gettysburg, PA
- Vivian S. Bordlemay, Annville, PA

- Michael G. Redin, Centre Hall, PA
- Jack Rubinsohn, Bethlehem, PA
- Scott D. Sayer, Olyphant, PA

Lone Star

- Arthur Houston, Hanahan, LA
- Tom Mantooth, Garland, TX

Mid Central

- Clint E. Voelm, Strasburg, OH
- Muried A. Pepling, Kittanning, PA
- David Bastow, Concord, OH
- Leonard A. Kessler, Perry, OH
- Tom Petronio, Middlefield, OH
- Tobias Giles, Florence, KY
- Lawrence F. Lampe, Cincinnati, OH
- Greg Bergman, Crestwood, KY
- Kenneth B. Hanks, Lexington, KY

Southeastern

- Zana Ireland, Norcross, GA
- Gerald Johnson, Douglas, GA
- Gene Kelley, Acworth, GA
- Allen McBride, Acworth, GA
- Scott Povlot, Alpharetta, GA
- John M. Acken, Sumter, SC
- Donald C. Brooks, North Myrtle Beach, SC
- Homer Davis, Charleston, SC
- Greg Scharfette, Bartlett, TN

- Russell Childs, Crossville, TN
- Robert Olds, Crossville, TN
- Frederick M. Boucher, Gray, TN
- Bill Heim, Signal Mtn., TN
- Richard Shank, Chattanooga, TN

British

None this month


Sunshine

- Daniel Kuepper, Jacksonville, FL
- Pliny Emil Otero, Clermont, FL
- Stephen Thompson, Leesburg, FL
- William Brady, Palm Harbour, FL
- Russell Hammer, Naples, FL
- Paul R. Hoffman, Cape Coral, FL
- Roy F. Schrett, Riverview, FL

Pacific Southwest

- Glenn D. Flaherty, Poway, CA
- Duncan McRee, San Diego, CA
- Gregory L. Schmock, La Mesa, CA
- William E. Adams, Walnut Park, CA
- Craig Buckel, Westlake Village, CA
- Donald C. Clark, Van Nuys, CA
- John R. Oliver, Newbury Park, CA
- Peter J. Pennington, Westlake Village, CA
- Jason E. Trebes, Tucson, AZ

Australasian

None this month 

Membership Thermometer

	Total	Count Change
Feb. 2004	19,137	(383)
Mar. 2004	19,790	.653
Apr. 2004	19,762	(28)
May 2004	19,798	.36
Jun. 2004	19,877	.79
Jul. 2004	19,789	(88)
Aug. 2004	19,823	.34
Sep. 2004	19,545	(278)
Oct. 2004	19,550	.5
Nov. 2004	19,510	(40)
Dec. 2004	19,365	(145)
Jan. 2005	19,478	.135

Didrik Voss Earns MMR 325

Didrik Voss can remember pushing a wooden train set under his parents' dining room table when he was just three years old, so he must have a gene in him that likes model railroading. However, until he was 11 the hobby didn't move up a notch. His older brother, Don, came home one day and said a neighbor had some HO trains for sale.

Although the brothers had an American Flyer train set, they did not have the room to set up an elaborate layout that was fun and interesting. With the smaller HO, they could really make a layout that was interesting. So, in their 11' x 12' bedroom (which also contained two beds and two desks) they built a 4' x 8' layout. This soon became too small so they punched a hole in their closet ceiling to get into the attic. This hole was soon plugged when their mother put a pull-down ladder in their bedroom ceiling. So, now they had a 20' x 40' area to build a layout in. The conditions were not ideal since the peak of the roof was four feet high and in the hot summer months in Mississippi, it was a little hot. But they had fun.

Then Didrik went off to West Point Military Academy, became an Army officer and moved all over the world. He rejoined civilian life in his early

30s to raise a family and had many other interests such as skiing and hang-gliding. Model railroading was on the back burner and something that he would get back to when he retired.

His interest in model railroading was rekindled in 1994 when a friend invited him to attend a clinic put on by the 4th Division, Pacific Northwest Region. He occasionally attended the clinics and volunteered to help at the 1996 PNR Spring Conference in Seattle. This is where the small flame of his interest flared up into a bonfire. One of the exhibitors was a local group trying to preserve the right-of-way of an earlier railroad, The Everett & Monte Cristo Ry. Co. They had assembled a set of photographs showing the railroad in its glory days of 1893-1905. He had found the railroad and the time era he wanted to model.

Of course, modeling a 60-mile-long shortline railroad in a 10' x 12' bedroom would not work. So, he had to campaign for a new train room (basement) with a house on top. Didrik has been working on his 30' x 36', L-shaped layout, The Everett & Monte Cristo Ry. Co., in his basement since February 1998.

He has been the Editor of the monthly Division newsletter, *GrabTron*, that averages 16 pages an issue; on the board of the 4th Division, PNR, for the past four years; and was General Chairman of the NMRA National Convention in Seattle.



His interest in the AP program started when he submitted two models in the contest room of the 1996 PNR Spring Convention. In fact, he went home to get the models because he did not know there was a contest room. He earned three ribbons and certificates for the two models he submitted.

Since then Didrik has been working on all the other certificates with hopes of becoming an MMR. He waited, and submitted all seven AP certificate applications at once. He has earned AP certificates in Cars, Structures, Civil Engineering, Electrical Engineering, Prototype Models, Scenery, and Volunteer. 📷

Michael Hohn Earns MMR 334

Michael Hohn's model railroad journey started with three events around the age of 10: First, he was introduced to toy trains in the form of a best friend's Lionel setup. Next, he received an HO-scale model train set for Christmas and, finally, he attended a neighbor's model railroad club meeting. The first taught him that running trains as fast as possible around an oval soon tires; the second got him started in the hobby; and the third taught him that model railroads need not have an oval at all.

The club meeting was pretty dull for a young fellow, but he did leave with a stack of model railroading magazines that emphasized the importance of scratchbuilding in supporting the hobby on a weekly allowance. After that, no cereal box was safe. They turned into general stores, mining buildings, and factories, with the help of razor blades, the old double-edged variety, to cut those boxes into boards and battens. The results were primitive, but effective.

This was followed by several years of building

layouts in succession through junior high and high school. During this time he gained a friend also interested in model railroading, and spent many hours in his basement, building models, scratchbuilding, and learning the basics of track laying and electrical systems—all while listening to The Beatles, Rolling Stones, and Johnny Cash on the radio.

Graduation from high school saw model railroading relegated to a box in the closet. During the college years that box was moved a couple of times unopened. Attending train shows and building a model or two maintained some interest, but no layout was completed until after he married and had his first child.

About 15 years ago, that box was moved once again during a flurry of organizing the attic, but this time it was opened. Fortunately, a hobby shop opened locally and a new club formed. A first visit to an NMRA division meeting, train shows, and the annual MCR Division 2 Jamboree bolstered his interest in model railroading. And new

friends were made through the hobby.

Early railroading was an interest of Mike's back in the 1960s, and continued to be when the hobby was taken up again in the late 1980s.

This was due in part to an interest in antiques and to the always-in-progress restoration of a Victorian home. Today the home layout emphasizes authenticity of time and locale. Growing up in the Finger Lakes region of New York State led to a locale for the new railroad, and the time was set in the 1880s. Accurate modeling of rolling stock requires a lot of research. Mike was helped by John White's books on freight and passenger cars. Structures on the layout are based entirely on



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NMRA Board of Trustees 2005 Mid-Year Meeting

By David Thornton
North Central Region Trustee

The NMRA Board of Trustees 2005 Mid-Year Meeting was held on January 13, 14, and 15, 2005 in Phoenix. This was the last Board of Trustees meeting to be held, as the new Board of Directors will be elected under the new NMRA Regulations and seated at the 2005 Board of Directors meeting in Cincinnati, on July 1, 2005.

President John Roberts opened the meeting at 7:30 p.m. Jan. 13, and welcomed seven new trustees to the meeting. The agenda for the meeting was outlined and the meeting broke into a Trustees Caucus in which several of the issues to be covered in the meeting were discussed among the trustees. The meeting adjourned at 11:40 p.m.

The meeting reconvened at 8:30 a.m., Jan. 14. President John Roberts and Vice President Mike Brestel reviewed their reports to the board. Brestel outlined the key program of establishing a new membership database. Three separate requests for information have been sent out to the region presidents and region membership chairs for information. Only 15 responses have been received to date. The new database is to be professionally done and the target date is to start it up in parallel with the current system on July 1, 2005. A new dial-up server is being installed at NMRA HQ to accommodate the database.

Treasurer Tom Draper reported on the upcoming National Train Show in Cincinnati. Sixty-five percent of the booth spaces have been sold to date, which is ahead of past shows. The Cincinnati show also has more booth space than the Seattle show. The books on the Seattle Train Show have been closed. The NMRA is slightly in the red after the first three months of the 2005 fiscal year. This is due to the once-a-year tax payments being made during the 1st quarter. Dues income is running to plan, but non-dues income is below budget for the first quarter. Other than the taxes, spending has been held to match income and there is no reason for concern. The

money taken from the Howell Day Museum Fund in 2001 has been repaid in full.

Secretary Dave Liesse reported that the ballots for the new directors would be mailed out to all members in the February *Scale Rails*. The ballot is due back in May. It was noted that all updates to region president information for the *Scale Rails* masthead should be sent to the NMRA secretary.

The Administrative Department report was delivered by Office Manager Jenny Hendricks. There is a new researcher, Thomas Mosback, working in the Kalmbach Memorial Library. All e-mail changes for the regions and divisions should go to the NMRA headquarters. The deadline for Cincinnati Clinic book is 2/15 and requires articles on 15 clinics. Only three have been received to date.

Past President Allen Pollock, now the Development Department Chair, reported that he is just getting started taking over the department. A first letter will be going out shortly and he is working on getting information on the Web site.

The Museum Committee is working on a site in Sacramento, Calif., at the California State Railroad Museum, located on the site of the former Southern Pacific shops. There are issues to be resolved with taking title to the land from the Union Pacific and possible environmental issues to be resolved. The museum committee is in discussion with the Narrow Gauge Foundation about a joint museum.

Education Department Chair Jan Wescott requested trustee assistance in finding Region education chairs. The need to publicize region and division youth programs was noted. The Modeling with the Masters program has been growing and more MMRs are needed to be instructors. Also, more volunteers are needed for the Junior College Program that is run at the National Train Show. There are three three-hour sessions that will be run during the show; at

noon on Friday, 10 a.m. on Saturday and 10 a.m. on Sunday.

Dave Messer is the new Chair of the Library Department. There is a new book project underway by noted freight car historians Larry Kline and Ted Culotta. The book will be a collection of 300 photographs of freight cars taken in the Harrisburg, Pa., area in 1947 and 1948. The photographs were donated by former President Bob Charles. The book is currently planned to come out in July.

The MAP Department report was delivered by Chair Dave Burman. Displays are being made to take to train shows to promote the NMRA and the new Rail Pass trial-membership program. Advertising for the current open loads book is going into *Scale Rails* and *Model Railroader* with tie-ins to articles. Additional promotion of the Modeling with the Masters program, Heritage/Living Legends cars, and membership retention are in the works. A "Your NMRA at Work" promotion is also in the planning stages. Effort will also be made to promote the hobby in the youth market.

Chair Henry Jordan reported on the Meetings and Trade Show Department. The site of the 2011 convention was discussed. The two competing sites were San Jose, Calif., and Sacramento, Calif. After a review the trustees voted to site the convention in Sacramento.

The Membership Department report was given by the new department chair, Clark Kooning. New promotional packs will be prepared. The Pounding the Rails newline will be revived. A new national-membership-recruitment contest will be announced with two rounds: one from March 1 to June 30 and the second from Sept. 1 to Dec. 31. There will be prizes with possible brass locomotives for the winners. A corporate-membership program is also under development at this time and will be launched this spring. Contact information with region membership chairs and region membership programs is being requested. An initiative to

Hohn

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actual buildings, many modeled from photographs.

Meanwhile, the club layout provides opportunities to model or acquire pre-1960 structures,

rolling stock, and motive power for the Appalachian setting of the club's permanent layout and modules.

Early in his revived interest in model railroading, Mike accepted the Achievement Program as a challenge to learn new construction techniques, model to a high, but reasonable, standard, and

become active as a volunteer, clinician and author.

Mike has earned Achievement Certificates in Master Builder-Cars, Master Builder-Structures, Master Builder-Scenery, Model Railroad Engineer-Electrical, Chief Dispatcher, Association Volunteer and Model Railroad Author. 

ensure that there is an NMRA presence at every train show will be started. The importance of doing membership-development programs at the division level was noted. A number of ideas for programs at the divisional level were presented:

- An introduction-to-model-railroading program to be offered at the division level in January and February for new model railroaders.
- Educational meets with clinics and hands-on programs.
- "Make a friend, retain a member."
- Renewal programs including follow-ups and surveys.

Publications Department Chair Larry DeYoung reported on *Scale Rails*. He has been investigating many of the reported issues with the magazine. He recommended and the board approved extending the contract with Winchester Communications for one year through fiscal year 2006, from Sept. 1, 2005 through Aug. 31, 2006. Alternative sourcing of the magazine will be investigated during the next several months and a report will be made back to the board.

Nominations Chair Eric Dervinis reported on the candidates for the upcoming election of district directors, which will start in February. There will be two or three candidates for all positions except the Central District. Unfortunately, all but one candidate for the Central District director position had to withdraw due to personal reasons, leaving NCR trustee Dave Thornton running unopposed.

Audit Committee Chair Bob Gangwish reported that the NMRA passed the 2003-2004 financial audit for the year ending 8/31/04 with no issues.

John Roberts reported on the Insurance Program. Property insurance costs have gone up, but most of the insurance was able to be renewed within the budgeted goals. The insurance guidelines have been updated. The model insurance program has seen a big increase in participation since the column in December *Scale Rails* about John Roberts, flood experience. Club insurance through the NMRA has also seen and increase in participation.

The Investment Committee met in Phoenix and reported that a risk assessment is underway for the association and a report will be given at the BOD meeting in Cincinnati.

Technical Department Chair Rutger Freiberg reported on the department activities. There are

three departments in the Technical Department: Electrical (including DCC), Mechanical, and Conformance/Inspection. There are now managers and usually deputy managers at all levels within the department. There are currently 27 sub-departments manned by over 100 people with 45 managers and deputies and 10 positions yet to be filled. A major target is to form a U.S.-based task force and central administration for standards. The C&I test policy is developed and in place. Test equipment updates are planned for the last half of 2005. The Z-N-HO scales team is to be restarted. The S-1 through S-4 standards have been revised. The Technical Handbook has been revised. A template for external licensing is being developed. Large-scale coordination activities have been slow. There have been some issues with the DCC working group, that have hopefully been resolved at this writing. The European DCC coordination is working. There are some DCC patent issues to be resolved. An issues-review group has been formed. Investment and budget requirements are being developed. A pre-study on consumer issues is being developed. The 2005 targets are:

- Implement the U.S.-based Central Administration.
- Have open Technical Department meetings at the convention
- Further decentralization
- Launch the new Technical Handbook
- Explore invoice-based C&I service to manufacturers
- Improve US-EU Technical coordination

Unfinished Business

Commitments to update all region bylaws by 9/1/05 have been received, except for the British Region.

Three candidates for the Region Advisory Council (RAC) representative to the new Board of Directors have been identified and the RAC will vote on the candidate in the spring.

AAR Trustee David North presented the International Committee's proposed plan to address international cost issues due to currency valuation differences and fluctuations. The plan would have regions outside of the U.S. provide a significant part of their administrative service (membership tracking) in country and only provide monetary support for the programs provided from the NMRA HQ and the U.S. at cost in U.S. dollars. In addition, *Scale Rails* would be

delivered to locations outside of the U.S. at subscription rates that reflect the actual postal costs for delivery to that country. The board voted to accept the plan and it will begin effective on Sept. 1, 2005.

New Business

The region trustees reports were reviewed. One item that was specifically noted was a concern by Division 1 of the NCR about how to dismiss an unruly or disruptive member from their meetings if they were automatically a member of the division when joining the NMRA. The proper response is to use *Roberts Rules of Order* to have the offending person removed from the meeting.

Some issues with the 2006 Philadelphia convention were discussed. Development of a table of responsibilities and accountabilities for the host committee and national committee was discussed.

A total of 22 motions were presented and passed. Highlights of the motions include the following:

- The NMRA will cease selling life memberships as of 1/15/05, but will honor any quotes that were provided back to November 15, 2004, provided that they are executed by March 1, 2005. Current life members will retain their status, but no new life memberships will be sold. Honorary Life Membership can still be granted by the Board as in the past.

Member dues will be \$33.00 per year. The annual subscription to *Scale Rails* will be an additional \$12.00. An electronic form of the *Bulletin*, which will include association news only, will be made available to all members by Sept. 1, 2005, on the NMRA website. The \$12.00 subscription figure reflects the current actual net cost, including advertising income generated, to deliver 12 issues of *Scale Rails* to a U.S.-based member.

- A written plan with targets for repayment of the funds borrowed from the Life Fund several years ago is to be developed and placed in the budget from 2006.

- An annual amount of \$2.00 will be rebated to the regions within the United States by the NMRA for each member residing in the region, starting Sept. 1, 2005. The intent is to cover the region's administrative costs for NMRA members living within the region. 