



NMRA BULLETIN

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HEADQUARTERS

NOTICE OF ELECTIONS

The following NMRA Board of Directors positions are open for election in 2010:

1. **Western District Director;**
2. **Atlantic District Director; and**
3. **At-Large World-wide Director.**

Please check Article III, paragraph 12, of the NMRA Executive Handbook, EHB, located at http://www.nmra.org/national/organization/nmra_organization.html for the extent of the districts affected. Qualifications for candidates are listed in the EHB.

All submissions of candidates' names for consideration by the Nominations Committee for the three Directors shall be submitted to Didrik Voss, Chairman of the Nominations Committee, davoss@pvmtengr.com, no later than September 30, 2009.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the respective Nominations Committee. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the Secretary NMRA no later than October 30, 2009.

BOD MEETING

A stronger focus on Division activities

The Officers, Board of Directors, Department Heads, and Headquarters management team met in Hartford, Connecticut, on July 3–4, 2009, for the annual BOD meeting. The main concerns remain unchanged: managing costs in a tough economy, retaining and attracting members, reducing the cost of attending National Conventions, and — perhaps most important — driving the primary value of membership down to the Division level.

On the plus side, outgoing Treasurer Tom Draper reported that the NMRA had a good first five months overall. Publisher Larry DeYoung added that revenues for *SCALE RAILS* were up over the same period in 2008. Tom also reported that the National Train Show booths had sold out, and that membership remains steady at about 19,500 members. The Rail Pass program of \$9.95 six-month trial memberships (including six issues of *SR*) is increasingly successful, with about 45 percent, an increase of 10 percent over last year, converting to full regular memberships at renewal time.

Support for Divisions

It is clear to the leadership team that much of the value of NMRA membership must be delivered on a one-on-one basis at the Division level. An active Division almost always translates to a high degree of satisfaction with NMRA membership; inactive or poorly managed Divisions reflect poorly on the NMRA as a whole.

The Regulations that guide our organization are almost silent on Divisions other than noting that Regions may have Divisions. Moreover, like Regions, most Divisions are separate legal entities. As such, they enjoy certain benefits of being affiliated with Regions and the National organization, a prime example being our liability insurance coverage.

It has become clear that some Divisions are falling short of the spirit and purpose of NMRA membership and are therefore putting themselves, their officers, and members in a precarious legal position in terms of liability protection and non-profit status. All members of a Division must be members of the NMRA for the coverage to apply; they are members of the National organization first and then automatically members of a Region and Division based on the location of their primary residence. Separate "Division memberships" cannot be offered, and a Division newsletter subscriber cannot be treated as a member, with rights to vote or hold office.

It is, however, perfectly acceptable to have non-members attend a few meetings to see for themselves the benefits of NMRA membership. But allowing non-NMRA members to attend on a regular, ongoing basis, to vote and hold office, and to share in the material benefits of NMRA membership is a recipe for deep financial consequences if someone is injured during a meeting, open house, train show, or other NMRA-affiliated or sponsored event. Failing to limit Division membership only to NMRA members could have catastrophic financial consequences for each individual Division officer and member if an accident occurs and the NMRA's liability coverage is not available due to the Division's irregular membership practices.

It is also clear that many such concerns result from poor communication of best practices for Division organization and management. Divisions that benefit from the leadership of experienced professional executives who happen to be model railroaders and NMRA members are usually the most successful in terms of programs, finances, and member satisfaction.

The Board is therefore supporting an effort to prepare a Division Handbook that will document best practices and provide specific recommendations about ways to organize, revitalize, and support a Division. This follows on the heels of a recently released Convention Promotion Guide, designed to help local host groups handle an increased share of the organizational and financial responsibilities and rewards for future National Conventions, prepared by Jim Zinser and a team of experienced convention managers.

Product conformance checks

The BOD established a \$1,000 fund to enable the Standards & Conformance Department to purchase products through normal retail channels to ensure access to random samples for testing in a timely manner. These tests have two purposes: to provide feedback and guidance to manufacturers and importers on how their products match up to applicable Standards and Recommended Practices and therefore how they can be improved; and to share this information with NMRA members as purchasers and users of these products. The results of NMRA conformance checks will also be supplied to all major model railroad magazine publishers for publication or reference as they prepare product reviews.

Models purchased for conformance inspection will be sold in the Silent Auction at the National Convention to replenish the fund.

The BOD passed a motion intended to correct some mathematical inconsistencies in Large Scale track and wheel dimensions. And all references to "high rail" were changed to "deep flange."

Library and museum

Moving the Howell Day Model Railroad Museum and Kalmbach Memorial Library (but not the headquarters office or staff) to the California State Railroad Museum in Sacramento, California, remains a major goal of your Officers and Directors. The museum is adjacent to Old Town Sacramento, which is one of the most heavily visited tourist attractions in the Golden State. NMRA members would gain access to their impressive library adjacent to one of the world's finest railroad museums. We hope to have an agreement in place in time for members to celebrate this important step forward for the NMRA, library and museum, which would be temporarily set up in the gallery area of the railroad museum in time for the 2011 NMRA National Convention in Sacramento.

2009 NMRA National Convention Dates and National Train Show Reservations:

Hartford, Connecticut • July 5 – 11, 2009 • Info: <http://www.HN2009.org>
Train Show Booth Reservations—Debbie Draper, HLM, Registrar • 10837 N. 34th Place, Phoenix, AZ 85028-3310 • (602) 569-9072 • natltrainshow@aol.com
2010—Milwaukee, WI • 2011—Sacramento, CA • 2012—Grand Rapids, MI • 2013—Atlanta, GA

A special fund-raising drive linked to the 75th anniversary and funding a professionally designed display of the history of scale model railroading at the Howell Day Museum will be announced later this year.

SCALE RAILS

Publisher Larry DeYoung announced that the contract with White River Productions to produce *SCALE RAILS* has been renewed for another three years.

The first of a series of new and upgraded Data Sheets is ready for publication. Most new or revised Data Sheets will first appear in the pages of *SR* and then migrate to a members-only section of our Web site, nmra.org. Lengthy, more technical Data Sheets will probably appear in *SR* in summary form, with the complete Data Sheets available on the website. Members with expertise and/or information that can be used to upgrade existing Data Sheets or prepare new ones are asked to contact At-Large World-Wide Director Tony Koester (who is coordinating this program) at alwwd@hq.nmra.org.

Brand integration

The NMRA is a relatively small organization with diverse products for and “faces” presented to the model railroading community. Ensuring that we speak with “one voice” and have one highly recognizable brand — NMRA — is therefore a key aspect of clear communications within and from a cohesive international organization. ALWWD Tony Koester presented a preliminary overview of how an integrated brand would look. With the ongoing graphic design support of Jim Sacco of City Classics, he will present a refined visual report on the new brand at the mid-year BOD meeting. If approved, the new brand will be rolled out at the 75th anniversary banquet in Milwaukee next summer.

Model contests and displays

Contest head Bob Hamm formally introduced a “Celebration of Models, Photos, and Crafts” at the Hartford Convention. His goal is to welcome modelers who are uncomfortable with judged contests and who wish to sit with their finished or unfinished models so they can discuss them with fellow modelers. The Board and Officers applauded his efforts to expand the scope of what had previously been seen solely as a judged model contest. Bob is also working to train and certify judges.

Future conventions

Contracts are in place for National Conventions through 2013. Our 75th an-

niversary convention is in Milwaukee; Sacramento kicks off our “next 75 years” in 2011; Grand Rapids, Michigan, offers an opportunity to see how the lower costs and ease of getting around by personal automobile associated with a smaller city affect attendance in 2012; and Atlanta once again welcomes us in 2013.

The Board did not entertain bids for the 2014 convention, which is scheduled to be held in the central part of North America, but several cities are reportedly interested in bidding. Host groups should contact Henry Jordan at nmrad@aol.com.

Paid campaign ads?

The Board expressed concern that allowing paid campaign advertisements in *SCALE RAILS* or other official NMRA National (but not Regional or Divisional) communications channels might tilt the playing field toward those who have deeper pockets or strong support from well-heeled members or even non-members or manufacturers. The word count for each candidate’s position statement in *SCALE RAILS* may therefore be increased to 800 words to ensure that his or her views are clear.

Countering this argument are concerns that incumbents have monthly access to the membership through editorials and other communications.

These and other concerns about current election procedures and regulations caused discussion to be tabled until a full report can be prepared for review at the mid-year BOD meeting in February (location not decided as of press time).

Investment fund

The Board voted to have all proceeds from funds granted to the NMRA through member and non-member estates placed in the Investment Fund, which is part of the assets of the corporation.

“Patron” membership class deleted

There is no clear distinction between the “Patron” and “Sustaining” classes of membership, so the Board voted to end the Patron category.

RMC Publisher Hal Carstens honored

The meeting was adjourned in honor and memory of Harold H. (Hal) Carstens, who died on Tuesday, June 23, 2009. Hal had been a long-time supporter of the NMRA and was serving as the chair of the Pioneers of

Model Railroading Committee at the time of his death. His wife, Phyllis, will continue that tradition by serving on the committee.

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement

JUNE 2009

GOLDEN SPIKE

Australasian Region

John Davis, Alstonville, NSW, AUS
Jeff Lee, Harboard, NSW, AUS

Mid-Continent Region

Kevin Salvo, Deshler, Nebraska

Mid-Eastern Region

Joseph Calderone, Monmouth Jct., New Jersey

Northeastern Region

Henry Pierce, W. Warwick, Rhode Island
Joanne Pierce, W. Warwick, Rhode Island
Andrew Small, Westerly, Rhode Island

MASTER BUILDER — STRUCTURES

Lone Star Region

Tom Crosswait, San Antonio, Texas

Midwest Region

Donald Cook, Waukegan, Illinois

MASTER BUILDER - SCENERY

Australasian Region

Jeff Lee, Harboard*, NSW, AUS
John Parker, Umina Beach, NSW, AUS

Mid-Eastern Region

Joseph Calderone*, Monmouth Jct., New Jersey

Rocky Mountain Region

Bill Sedivec*, Placitas, New Mexico

MODEL RAILROAD ENGINEER — CIVIL

Australasian Region

Bill Fowler, Medowie, NSW, AUS
Allen Hare, Stokes Valley, NZL

Mid-Eastern Region

Samuel Shepherd, Severna Park, Maryland

MODEL RAILROAD ENGINEER — ELECTRICAL

Mid-Continent Region

Howard Junker, Junita, Nebraska

Rocky Mountain Region

Bill Sedivec, Placitas, New Mexico

CHIEF DISPATCHER

Mid-Central Region

Thomas Beutler, Sandusky, Ohio

Mid-Eastern Region

Robert Bucklew, Shillington, Pennsylvania

Rocky Mountain Region

Bill Sedivec, Placitas, New Mexico

ASSOCIATION OFFICIAL

Australasian Region

David Howarth, West Pymble, NSW

Lone Star Region

Ray Byer, Pasadens, Texas
Tracy Mitchell, MMR, Houston, Texas

Mid-Central Region

Alan Cap, Chesterland, Ohio

Midwest Region

William Litkenhous, Bedford, Indiana

Pacific Southwest Region

Chuck Hart*, Edwardsburg, Michigan
Joseph Skamel*, Globe, Arizona

Thousand Lakes Region

Alan Saatkamp, Harrisburg, South Dakota

HEADQUARTERS

ADDRESS CHANGE? BACK ISSUES OR REPLACEMENT ISSUES OF *SCALE RAILS*?

Members needing to make address changes, request back issues, or replacement issues of *SCALE RAILS* should contact the staff at the national headquarters in Chattanooga, Tennessee, at (423) 892-2846 or by email at nmrahq@aol.com.

MMR EARNED



BOB WINTLE EARNS MMR 419

I am an electronics technician from Parsons, Kansas, and have spent my entire career working in the ammunition industry, which can be a very stressful job. I have found that model railroading helps me escape, relieving those everyday stresses. Like most model railroaders, at four years old I received a Lionel train set as a Christmas present from my parents in 1959. I was in hog heaven. I held on to it until my father’s job change forced us to downsize our household in the early 1970s. Unlike most model railroaders, I got back into the hobby because of a girl. The girl is now my wife of 32-plus years. Her younger brother reintroduced me to the hobby in the mid-1970s. Diana and I spent many dates in her grandparents’ basement building an N scale model railroad. I presently model in HO scale. I have been back and forth between N and HO scales frequently since the 1970s.

My railroad is the Kansas, Arkansas & Ozarks on a 22x9 layout. I am modeling the

northern terminal of the railroad, loosely based on Kansas City. I model the MKT and the Frisco. This will be my last railroad for quite some time due to threats of bodily harm from some of my long-time railroad buddies.

After Diana and I were married, I really got involved in the hobby in a big way. I was introduced to the local train pusher, or should I say, hobby shop owner. Fred Norton, a retired appliance repairman, owned a small hobby shop in his garage. It was a treasure trove where one could spend hour upon hour going through everything or just setting outside the shop under the Catalpa trees talking trains and solving life’s problems. Oh, what memories that brings back. Together, Fred and I started a model railroad club, the Parsons Model Railroad Engineers. The club still exists to this day but has changed its name to the Cherry Valley Model Railroad club. I am no longer a member, but remain good friends with all the guys.

Fred introduced me to the NMRA. His health didn’t allow him to travel much, so I ventured out to model railroad shows, mostly with other friends. It was at a model railroad show in Springfield, Missouri, that I was introduced to the AP program. I will never forget the day that Ron Williams first encouraged me to get involved in the AP program. Ron was (and continues to be) an inspiration to me in this wonderful hobby. I became semi-active in the AP program and even achieved my first certificate for Association Official as far back as 1985. I dropped out of the program after allowing myself to be discouraged by a contest judge. I remained an avid popular judged contest modeler and won many awards over the years. I just would not enter anything into an NMRA contest.

The Ham radio bug bit me really hard in the early 1990s, and I dropped out of the hobby of model railroading for a few years. It took an F3 tornado to get me over that bug, but that’s another story. I started “playing with trains” again in 2000.

Fast forward to around 2004 and the renewal of an acquaintance from the early 1980s who got me back into the NMRA. That acquaintance is now a good friend and has served as my mentor through my journey to MMR. That friend’s name is Rick McClellan. Rick has answered some pretty silly questions from me, and I would bet he has wondered at times what he had gotten himself into, yet he has been there for me every step of the way. Thanks, Rick! There are others that need thanks from me also: Richard Napper, Jim Senese, Bob Hoover, Mike Peters, and last but not least, Marty Vaughn. Marty has been just super and a huge inspiration to me along this journey. I consider all these fellows good friends and hope they understand the gratitude I feel for their help and inspiration. I must also thank