

NMRA BULLETIN

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ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement

MAY 2010

GOLDEN SPIKE

Mid-Central Region

Tom Lindquest, Louisville, Kentucky
John Ottman, Shively, Kentucky
E. Roy Ward, Ruffs Dale, Pennsylvania

Mid-Eastern Region

Steven Jackson, Fairfax, Virginia
Robert Lyter, Dauphin, Pennsylvania

Northeastern Region

David Dekonski, N. Providence, Rhode Island
George Landow, Providence, Rhode Island
Donovan Lewis, Providence, Rhode Island
Michael Tylick, Marshfield, Massachusetts

Pacific Coast Region

Michael O'Brien, Bakersfield, California

Sunshine Region

Jon Lash, Lake City, Florida
Robert Moody, Monticello, Florida

MASTER BUILDER — MOTIVE POWER

Midwest Region

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Sunshine Region

Richard Dobler, Lake Wales, Florida

MASTER BUILDER — CARS

Lone Star Region

Michael Jobe, Royce City, Texas

Mid-Continent Region

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Mid-Central Region

Tom Brueggeman, Cincinnati, Ohio

Pacific Northwest Region

Roger Nulton, Tacoma, Washington

Southeastern Region

James Schall, Harriman, Tennessee

MASTER BUILDER — STRUCTURES

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Mid-Continent Region

Ryan Moats, Omaha, Nebraska

Pacific Northwest Region

Phillip Everett, Spokane, Washington
Roger Nulton, Tacoma, Washington

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Midwest Region

Harold Helland, Hawthorn Woods, Illinois

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Roger Nulton, Tacoma, Washington

MASTER BUILDER — PROTOTYPE MODELS

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Mid-Continent Region

Monte Hofmann, Chadron, Nebraska

MODEL RAILROAD ENGINEER — CIVIL

Mid-Eastern Region

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Pacific Northwest Region

Roger Nulton, Tacoma, Washington

Rocky Mountain Region

James Harper, Santa Clara, Utah

MODEL RAILROAD ENGINEER — ELECTRICAL

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Mid-Central Region

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Mid-Eastern Region

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Robert Rodriguez, Dumfries, Virginia

Midwest Region

Mark Preussler, Sheboygan, Wisconsin

Pacific Northwest Region

Roger Nulton, Tacoma, Washington

Rocky Mountain Region

James Harper, Santa Clara, Utah

Sunshine Region

Jon Lash, Lake City, Florida

Thousand Lakes Region

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Alan Saatkamp, Harrisburg, South Dakota

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Pacific Coast Region

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Thousand Lakes Region

David Hamilton, Plymouth, Minnesota

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Andy Wasowicz, Ridgewood, New York

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Justin Maguire, Barrington, Rhode Island
Paul Mowrey, Pawtucket, Rhode Island
Henry Pierce, West Warwick, Rhode Island

Niagara Frontier Region

Bruce Leckie, Brinston, Ontario

Southeastern Region

Bill Zawacki, Woodstock, Georgia

MODEL RAILROAD AUTHOR

Mid-Continent Region

Monte Hofmann, Chadron, Nebraska

Pacific Coast Region

Joseph Aymar, Rohnert Park, California

Pacific Northwest Region

Roger Nulton, Tacoma, Washington

MMR GROUP: All MMRs are invited to work with other MMRs by contacting Rick Shoup, MMR, at ricshoup@verizon.net.

If you have questions about the AP program or requirements, start with your local or Region AP manager. If you still have questions, contact Frank Koch at fjkoch@hotmail.com. If you prefer to write, contact Frank at 4769 Silverwood Dr., Batavia, OH 45103.

MMR EARNED



PETER YOUNGBLOOD, EARNS MMR #433

Nearing the end of the first decade of my life, my interest in model railroading began rather ingloriously. A hand-me-down Lionel O-27 set from my older brother was granted occasional trackage rights on a ping-pong table of considerable vintage. It was fun, but my too-careful observations of real Santa Fe trains at the twilight of steam almost proved my undoing. My Lionel trains were far too shiny. In a determined effort to make them look more like their full-size counterparts, I carried them outside covering them with a paste of dirt and water enthusiastically applied by my small, pliable fingers. I was quite satisfied with my weathering technique, not so Dad when he eventually noticed the short string of dirt clumps sparking erratically around the table, an unusually large whistling clod up front smoking from its wheels instead of stack.

Having survived the ensuing mushroom cloud, Dad escorted my dirty deed and me to the local hobby shop (and Lionel dealer) for its resurrection to be paid for over time by my meager allowance. While dad and the storeowner were determining the length of my servitude and certain piggy-bank bankruptcy, my attention was drawn to a small steam locomotive running back and forth on a test track behind the counter. I couldn't take my eyes away from this little beauty!

It ran smoothly and quietly, and on two rails like the real thing! The store owner noticed my obvious fascination, explained the little locomotive was HO scale, and asked me a few questions about my ability to put things together. I must have answered satisfactorily. A short time later, my Lionel trains had been exchanged for just enough items carefully selected by the owner to make up a basic HO scale set. Another wonderful discovery was my debt to dad had also been scaled down proportionally. From childhood ignorance, so began a lifelong love affair of trains and model railroading.

Early efforts were educational, at times crudely successful, and others disastrous. But the few hobby magazines I was able to buy showed what could be done and kept me interested through the years of formal education, military service, a budding career as a commercial airline pilot, and the start of a family. My job required occasional relocation, the upside of which was the ability to visit, befriend, and learn from wonderful craftsmen. The downside was layouts begun, the latest an improvement from the last, only to be torn down come the next move. Among my East Coast mentors now long gone were NMRA members Gordon Garnett and Bob Arnold. Gordon taught me to airbrush, Bob to build scenery in small, less conspicuous areas of his fabulous basement "U-Lines" club layout. Patient teachers with a sense of humor, I am forever indebted to them. Another was the late Bob Longo. His passion for the Santa Fe Railway prompted him to form the Santa Fe Modelers Association, at first a small group of us sharing his interest, evolved today to international membership. Bill Messecar and Rick Dietrichson became friends and still are 30-plus years later. Pooling newfound knowledge, we all helped one another, improving the accuracy of our models and boldly considered ourselves "prototype modelers" inwardly looking down upon our freelancing friends as misguided brethren. Excepting Stephen Priest or Andy Sperandio, Bill knows more about the Santa Fe than any of us, a railroad he continues to model beautifully. Rick is one of the finest N scale modelers it's been my pleasure to know. Having rejoined the NMRA in retirement, he's currently working on his fifth AP certificate.

Divorce and a new employer caused another relocation, this time to Southern California. Model railroading took a back seat, surfacing only on occasion as a model

built then packed away, or custom paint jobs referred by several hobby shops. I did eventually build two modules of Santa Fe's "Surf Line" at San Clemente for a clinic I gave to an SFMA meet in Bakersfield, California. The remarkable hospitality extended to fellow model railroaders was exemplified by visits to childhood heroes and legends John Allen and Whit Towers. John was a most gracious host over six trips I made to his Monterey basement to see the amazing "Gorre & Daphetid." It was even more remarkable than the many photographs I'd seen in the magazines and the old Varney ads. I was Gulliver walking gingerly through canyons with mountains reaching above my head! I learned to bring a notebook to write down John's answers to my unending questions, a cherished keepsake to this day. His influence on my modeling, like for so many others, was enormous, and I can only dream of reaching the lofty artistic benchmark he set. His achievements were all the more incredible considering materials available back then. Whit became more friend than acquaintance. His mischievous sense of humor was well documented by the time we met and he hadn't yet fully abandoned his "biffy" phase. The "Alturas & Lone Pine," although vastly different than John's G&D, was another masterpiece, the work of another true craftsman and influence.

I had corresponded with Santa Fe's legendary Summit, California, agent, historian, and author, Chard Walker for several years prior to moving to the West Coast. We were already friends before we met in person. We drove, walked, and talked about his beloved Cajon Pass on several occasions with conversations continuing over cold drinks in his Hesperia home. His willingness to copy personal slides or any other Santa Fe material that interested me was beyond generous and a huge help for scratchbuilding models I couldn't buy. We even went to book signings together, his the definitive work on Cajon Pass, mine a little soft cover treatise for modelers. Chard was a true gentleman, and he is truly missed.

I met and married my wife, Melody, a real Georgia Peach and Southern Belle, in California. Her family and many relatives, all Georgians, hoped we would come "home."

Having almost completely retired from commercial aviation, we eventually did buy a house with a basement (!) in a suburb of Atlanta. We opened a retail model railroad shop and ran it successfully for 10 years

before selling it to a new owner three years ago. Thereafter, I was finally able to attend meetings of the local NMRA Piedmont Division of the SER, where many of its members are former customers and friends. The SER is one of the most active Divisions I've belonged to, with average monthly meeting attendance consistently just shy of 100 members who enjoy learning from excellent clinic presentations, monthly open house layout tours, a weekend train show drawing nearly 6,000 attendees and 254 vendors, and November's annual Piedmont Pilgrimage, where more than 70 local layouts can be visited throughout the entire month. Am I proud of this Division? You bet! It's also where I got to know our Division Superintendent Howard Goodwin and Division AP Chair Bob McIntyre, both strong advocates of the Achievement Program.

After seeing my work-in-progress HO layout, Howard began twisting my arm to pursue AP certificates. I ignored him (which isn't easy!) until Bob offered a challenge to all Division members at a meeting. He stated he wanted to have 10 MMRs in the Piedmont Division by the time we hosted the 2013 Peachtree Express NMRA National Convention here in Atlanta. His message resonated, and I decided to get to work. Much of what I had built over the years (now in residence on my layout) qualified, making the pleasurable task much easier. Kudos too, to Randall Watson, Bob's assistant, for making sure the paperwork was in order and got to where it needed to go. I'm humbled to be the fourth MMR in our Division. Several other members aren't far behind, and Bob might just get his wish. I certainly hope so. Now it's my turn to give back in recognition of the many past and present peers who helped me achieve this award, and I encourage all of you to give the AP a try. It does indeed make you a better modeler. I look forward to making new friends in Atlanta in 2013. By the way, I don't weather my trains with real dirt and water anymore.

Peter has earned the following AP certificates, Model Railroad Author, Master Builder—Scenery, Master Builder—Prototype Models, Master Builder—Structures, Master Builder—Cars, Model Railroad Engineer—Electrical, Model Railroad Engineer—Civil. He's also the author or co-author of two model railroading books and several articles in leading model railroading magazines.

HEADQUARTERS

NOTICE OF ELECTIONS

The following NMRA Board of Directors positions are open for election in 2011:

1. Central District Director;
2. Canadian District Director; and
3. Regional Advisory Council (RAC) 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 Central District Director shall be submitted to Didrik Voss, Chairman of the Nominations Committee, davoss@pvmtengr.com, no later than July 30, 2010.

Nominations for the Canadian District Director are managed by the Canadian Nominating Committee. Contact Clark Kooning, MMR, Canadian Regional Director, candir@hq.nmra.org, for more information.

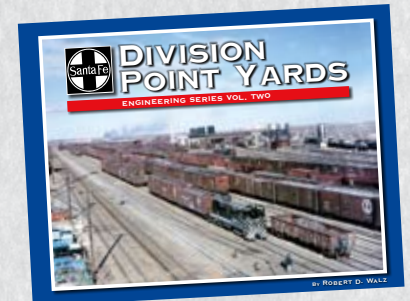
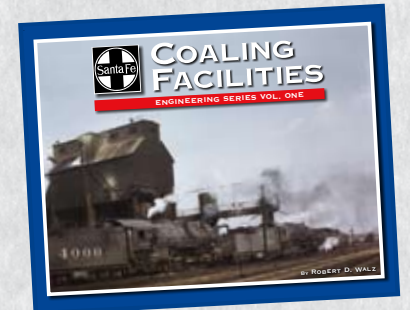
Nominations for the Regional Advisory Council Director are managed by the Regional Advisory Council. Contact Bob Ferguson, RAC Director, raccdir@hq.nmra.org for more information.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the respective Nominations Committees. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the Secretary NMRA no later than September 15, 2010.

ADDRESS CHANGE? BACK ISSUES OR REPLACEMENT ISSUES?

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

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