

# NMRA BULLETIN

## DEPARTMENT & PROGRAM MANAGERS

### Executive Department

Executive Director—Vacant

If interested in this position, contact Mike Brestel

### Administrative Department Manager —

Jenny Hendricks

4121 Cromwell Rd

Chattanooga, TN 37421-2119

O: 423-892-2846 Fax: 423-899-4869

e-mail: [hq@hq.nmra.org](mailto:hq@hq.nmra.org)

### Education Department Manager —

John M. Lowrance, MMR

8611 Norwich Dr.

San Antonio, Texas 78217

(210) 822-2628

e-mail: [educate@hq.nmra.org](mailto:educate@hq.nmra.org)

### Education Department Assistant Manager —

Fred Bock, MMR

5923 Windhaven Dr.

San Antonio, Texas 78234-2132

(210) 653-5947 e-mail: [fbock4@aol.com](mailto:fbock4@aol.com)

### Howell Day Museum Manager —

John E. Roberts, MMR (O)

104 Heritage Pointe

Williamsburg, VA 23188-7894

H: 757-345-3797 O: 757-345-3118

Fax: 757-345-6944

e-mail: [museum@hq.nmra.org](mailto:museum@hq.nmra.org)

### Information Technology Department

Tim Klevar

13570 Grove Drive #227

Maple Grove, MN 55331

(612) 293-8698

[itmgr@hq.nmra.org](mailto:itmgr@hq.nmra.org)

### Kalmbach Memorial Library Manager —

Brent Lambert

4121 Cromwell Rd, Chattanooga, TN 37421

O: 423-894-8144 Fax: 423-899-4869

e-mail: [lib@hq.nmra.org](mailto:lib@hq.nmra.org)

### MAP Department (Marketing, Advertising, Promotion) Manager — Tom Draper, HLM, DSA, FA

10837 N 34th Place

Phoenix, AZ 85028-3310

H: (602) 953-1681 Fax (602) 953-0751

e-mail: [map@hq.nmra.org](mailto:map@hq.nmra.org)

### Meetings and Trade Show Department Manager

— Henry Jordan, HLM (N)

3200 N. Leisure World Blvd #116

Silver Spring, MD 20906

O:(301) 598-0175 F:(301) 598-0176

e-mail: [conv@hq.nmra.org](mailto:conv@hq.nmra.org)

### Member Services Department Manager —

Howard Goodwin

79 Cross Branches

Acworth, GA 30101

(770) 529-2103

e-mail: [horn69@bellsouth.net](mailto:horn69@bellsouth.net)

### NMRA Communications Director

Gerry Leone, MMR

6459 Smithtown Road

Excelsior, MN 55331

[gerryleone@earthlink.net](mailto:gerryleone@earthlink.net)

### Publications Department Manager —

Larry DeYoung (HO, O)

54 Waterloo Rd

Devon, PA 19333-1458

H: 610-293-9098 Fax: 610-293-1715

e-mail: [pubs@hq.nmra.org](mailto:pubs@hq.nmra.org)

### Standards and Conformance Department

Manager—Didrik A. Voss, MMR (HO)

15226 12th Dr SE

Mill Creek, WA 98012-3082

O: 425-337-5222 F: 425-337-6084

e-mail: [tech-chair@hq.nmra.org](mailto:tech-chair@hq.nmra.org)

### Fund Raising Department Manager —

Vacant

If interested in this position, contact Mike Brestel

## REGION PRESIDENTS

### Australasian Region—David Howarth

22 Kamilroy Road, West Pymble NSW 2073

H: 61 2 9498 4995 M: 61 411 555 588

e-mail: [president@nmra.org.au](mailto:president@nmra.org.au)

### British Region—John D Spratley (aka The TOAD)

30 Lower Whitelands; RADSTOCK; BA 3.3 JW.

England / UK.

H:(1761) 434246 e-mail: [brprez@hq.nmra.org](mailto:brprez@hq.nmra.org).

### Lone Star Region—Bill McPherson

4402 Vista Creek Dr. Rowlett, TX 75088-1818

H: (972) 463-9721

e-mail: [lsprez@hq.nmra.org](mailto:lsprez@hq.nmra.org)

### Mid-Central Region—Richard A. Briggs, MMR

4397 Hidden St Grove City, OH 43123

e-mail: [mrcprez@hq.nmra.org](mailto:mrcprez@hq.nmra.org)

### Mid-Continent Region—Paul Richardson, MMR

1703 NE 181st Street, Smithville, MO 64089

(H) 816-866-4043

e-mail: [mcorprez@hq.nmra.org](mailto:mcorprez@hq.nmra.org)

### Mid-Eastern Region—Roger Cason, MMR

410 Bayberry Ln, Jenner's Pond, West Grove, PA 19390

H: (610) 345-0901 e-mail: [merprez@hq.nmra.org](mailto:merprez@hq.nmra.org)

### Midwest Region—Bill Litkenhaus

2509 Windwood Dr., Bedford, IN 47421

H: (812) 275-3634 e-mail: [mwrprez@hq.nmra.org](mailto:mwrprez@hq.nmra.org)

### Niagara Frontier Region—Richard Roth

PO Box 309, Waterford PA 16441-0309

814-796-0133

e-mail: [nfrprez@hq.nmra.org](mailto:nfrprez@hq.nmra.org)

### North Central Region—Jack Watson

31683 Hiddenbrook Drive

Chesterfield Twp., MI 48087

H: (586) 598-7407 e-mail: [ncrprez@hq.nmra.org](mailto:ncrprez@hq.nmra.org).

### Northeastern Region—Kenneth May

71 Buff Cap Road, Tolland, CT 06084

H: (860) 872-3441 e-mail: [nerprez@hq.nmra.org](mailto:nerprez@hq.nmra.org)

### Pacific Coast Region—Ron Plies, MMR

921 11th St., P.O. Box 950, Fortuna, CA 95540

H: (707) 725-9063 e-mail: [pcrprez@hq.nmra.org](mailto:pcrprez@hq.nmra.org)

### Pacific Northwest Region—Walt Huston

1210 141st Street E., Tacoma WA 98445

H: (253) 536-2043 e-mail: [pnrprez@hq.nmra.org](mailto:pnrprez@hq.nmra.org)

### Pacific Southwest Region—Ben Sevier

12793 War Horse Street, San Diego, CA 92129

H: (858) 538-9863 e-mail: [psrprez@hq.nmra.org](mailto:psrprez@hq.nmra.org)

### Rocky Mountain Region—Harold S. Huber Jr.

1405 Dana Ave., Sheridan, WY 82801-2405

H: (307) 672-8471 e-mail: [rnrprez@hq.nmra.org](mailto:rnrprez@hq.nmra.org)

### Southeastern Region—Joe Gelmini

170 Camelot Dr, Fayetteville, GA 30214

H: (770) 460-8873 e-mail: [serprez@hq.nmra.org](mailto:serprez@hq.nmra.org)

### Sunshine Region—Stan Seeds, MMR

14610 Highland Harbor Ct. Ft. Myers, FL 33908-

4938 (239)454-0972

e-mail: [ssrprez@hq.nmra.org](mailto:ssrprez@hq.nmra.org)

### Thousand Lakes Region—Gerry Miller

1040 Hawkeye Drive, Dubuque, IA 52001

e-mail: [tlrprez@hq.nmra.org](mailto:tlrprez@hq.nmra.org)

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2011 NMRA National Convention Dates and National Train Show Reservations:

2011—Sacramento, CA July 3–9, 2011 [www.x2011west.org](http://www.x2011west.org)

Train Show Booth Reservations—Debbie Draper, HLM, Registrar • 10837 N. 34th Place, Phoenix, AZ 85028-3310 • (602) 569-9072 • [natlrainshow@aol.com](mailto:natlrainshow@aol.com)

• 2012—Grand Rapids, MI • 2013—Atlanta, GA • 2014—Cleveland, OH

## ACHIEVEMENT PROGRAM

### NMRA AP CERTIFICATE REPORT

\*Indicates first Certificate of Achievement

JULY 2010

#### GOLDEN SPIKE

##### Mid-Eastern Region

Christopher Conaway, Moorestown, New Jersey

##### Mid-Continent Region

Gene Coffman, Creve Coeur, Missouri  
Charles Mason, Geronimo, Oklahoma

##### Southeastern Region

John Hudson, Pensacola, Florida  
Mike Wishnacht, Pensacola, Florida

#### MASTER BUILDER — CARS

##### Mid-Eastern Region

Robert Minnis, Oak Hill, Virginia

##### Pacific Northwest Region

J. Kyle Gardiner, West Vancouver, BC  
Bob Parrish, Boise, Idaho

#### MASTER BUILDER — STRUCTURES

##### Mid-Eastern Region

John Rahenkamp, Delanco, New Jersey

##### Pacific Northwest Region

William Messecar, Kent, Washington

#### MASTER BUILDER — SCENERY

##### Mid-Central Region

Georgia Dahlberg, Williamstown, Kentucky  
Marissa Pharris, Louisville, Kentucky

##### Pacific Coast Region

Mike Blumensaadt, San Francisco, California

##### Pacific Northwest Region

William Messecar, Kent, Washington

#### MASTER BUILDER — PROTOTYPE MODELS

##### Midwest Region

Ronald Lane, Columbus, Indiana

#### MODEL RAILROAD ENGINEER — CIVIL

##### European Region

Wolfgang Dudler, Iserholn, BRD, Germany

#### MODEL RAILROAD ENGINEER — ELECTRICAL

##### Mid-Eastern Region

Joseph Calderone, Monmouth Jct., New Jersey  
Don Engel, Woodbridge, Virginia  
Scott Henry, Lake Ridge, Virginia  
Peter LaGuardia, Haymarket, Virginia  
Robert McKeever, Manassas, Virginia

##### Rocky Mountain Region

Rex Beistle, Longmont, Colorado

#### CHIEF DISPATCHER

##### Lone Star Region

Steven Barkley, Beaumont, Texas  
Arthur Penny, Spring, Texas

##### Pacific Northwest Region

William Messecar, Kent, Washington  
Jack Tingstad, Coupeville, Washington

#### ASSOCIATION OFFICIAL

##### North Central Region

Glenn Joppich, Livonia, Michigan

##### Pacific Northwest Region

Walt Huston, Tacoma, Washington

##### Thousand Lakes Region

Ron Einarson, Winnipeg, MAN

#### ASSOCIATION VOLUNTEER

##### Lone Star Region

Steven Barkley, Beaumont, Texas

##### Mid-Central Region

Robert Sobotka, Prospect, Kentucky

##### Northeastern Region

Rolf Johnson, North Scituate, Rhode Island

##### Pacific Northwest Region

Brian Clogg, Surrey, BC  
William Messecar, Kent, Washington

#### MODEL RAILROAD AUTHOR

##### Mid-Eastern Region

Walt Muren, Frederick, Maryland

##### Pacific Northwest Region

William Messecar, Kent, Washington  
Bob Parrish, Boise, Idaho

##### Thousand Lakes Region

Mike Engler, Lakeville, Minnesota

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.

## HEADQUARTERS

### MILWAUKEE CONVENTION

#### MARKS A NEW ERA

Report by Tony Koester with Dave Thornton

Our 2010 annual convention and Board of Directors meeting in Milwaukee, Wisconsin, marked the end of the NMRA's first 75 years of service to the hobby and its members and the beginning of what appears to be a bright new chapter in the Association's remarkable history. Paid registrations topped the 1,600 mark, well above recent conventions. National Train Show (NTS) head Tom Draper reported that all 345 booths for the Milwaukee train show were sold, making it the largest in the past three years. The news was not all good, as general-public attendance at the NTS was down from past years.

The Board of Directors, Officers, Department Heads, and Headquarters management team met on July 9 and 10, 2010, for the annual BOD meeting. Attending his first BOD meeting was the new Western Director, Jack Hamilton.

Among the most important decisions facing the leadership team was the appointment of not one but two vice presidents to fill the remaining two years of outgoing VP Allen Pollock's term and the selection of a host city for the 2014 National Convention. The president also announced the appointments of a new chief financial officer, new managers of the Meeting and Trade Show and the Member Services and Promotion Departments as well as a new National Train Show manager.

#### Two vice presidents appointed

Six candidates applied for the office of vice president, and two of them made presentations at the BOD meeting. It quickly became clear that each presenting candidate — then Central District director Dave Thornton and Bill Kaufman from California — offered very different and much-needed skill sets, and that the NMRA's long-standing structure with a single vice president was based more closely on a government than a business model. The BOD decided to appoint Thornton as VP-Administration and Kaufman as VP-Special Projects. If this works as expected, both positions will be

on the ballot in 2012. Additional VP positions may be created if specific needs are identified.

The administrative VP will provide oversight of our headquarters office in Chattanooga and help the chief financial officer ensure that the NMRA makes well-considered financial decisions based not only anticipated future needs and opportunities but also on obligations assumed in the past.

The special projects VP will focus outwardly on supporting the Regions and Divisions to ensure that more value is delivered at the grass-roots level. Bill has already begun work on a Region and Division Handbook, which will comprise a series of best-practice stories shared by Region and Division officials. It will not be a “book of rules” handed down by the National office.

### **New chief financial officer and department managers**

CFO Kevin Feeney announced that he would need to step aside in the near term due to pressing professional obligations. Frank Koch, the assistant manager of the Achievement Program and a recently retired high-level executive with Proctor & Gamble, agreed to expand his NMRA duties by becoming our chief financial officer.

Henry Jordan, who began as National Train Show chair in 1988 and became manager of the Meetings and Trade Show Department in 2001, announced that it will soon be time to take a break. NMRA General Counsel Bob Amsler, who also chaired the 2001 convention in St. Louis, will assume Henry’s duties as M&TS manager over the next six months.

Tom Draper, who for decades has provided outstanding service to the Association as treasurer and, since 2001, as the head of the National Train Show, will also be retiring. During the next year, his assistant, Jim “Lumpy” Lupfer, will take his place as head of NTS.

Jan Wescott, head of the Membership Services and Promotion Department, reluctantly stepped aside to deal with some health concerns. Howard Goodwin, a former Sunshine Region president and national trustee and current superintendent of the SER Piedmont Division, was appointed as Jan’s replacement.

### **Diamond Club drive a success**

A major thrust of the NMRA’s new branding program, which received unanimous final approval at the winter BOD

meeting in San Diego and was launched on Friday, July 16, as the National Train Show opened its doors, is greatly to enhance the content that we deliver via our website, nmra.org. Even our new logo underscores just how critical it is for the NMRA to deliver increasing amounts of our products and services via nmra.org, which is now “your portal to more fun in scale model railroading!”

To provide funding for the initial steps of increased website content, the NMRA launched the Diamond Club. The main goal is to scan our approximately 100,000 images and drawings and post them on our website. Members anywhere in the world can then check low-resolution versions of the scans 24/7/365 to see what is available, then order high-resolution files of desired images. Researchers and non-members will have the opportunity to order files as well but at a higher price. They will be offered a chance to join the NMRA and thus save money on large orders as they “check out.”

At the BOD meeting, 75th Anniversary Year Committee chair Dave Thornton announced that donations were approaching the \$70,000 mark, well on the way to the initial funding requirement of \$75,000. *NMRA MAGAZINE* editor Stephen Priest of Paired Rail Railroad Publications and Historical Archive Solutions (a division of PRRP) gave the BOD an overview of the hardware already in place for the scanning effort, as well as plans for staffing and implementation of the entire project. To see how the system will work, members are encouraged to visit the Santa Fe data-scanning project already in place at [www.atsfry.com](http://www.atsfry.com). A beta test of our system is expected in November and initial posting of images in early 2011, Stephen reported. Duplicate electronic files will be stored in at least two widely separated locations.

The goal is for the program to become self-sufficient in that the purchase of, say, three high-resolution image downloads at member prices would allow four more images to be scanned.

### **Scale model railroading exhibit in Sacramento**

Director Charlie Getz reported that the effort to create a tribute to scale model railroading in the upstairs Gallery at the world-class California State Railroad Museum in Sacramento, California, received a major boost when an anonymous benefactor promised to donate \$250,000 — approximately a third of the funding needed for the exhibit

— provided that amount is matched by other fund-raising efforts. The National Model Railroad Museum is a separate legal entity, and none of the Galley exhibit’s costs will be funded by NMRA member dues or non-dues income. Some exhibits donated to the Howell Day Model Railroad Museum (most stored in Chattanooga) will be used in the Gallery exhibit. A mockup of the proposed exhibit should be available for viewing by those who attend our 2011 National Convention in Sacramento, July 3–9, 2011.

The Museum Committee will develop a special campaign to raise the funding needed to produce a professionally designed display focusing on scale model railroading. Our expectation is that most of the remaining funding will come from the model railroad industry, which will most directly benefit from this public exhibit.

### **Achievement Program’s golden anniversary**

Education Department manager John Lowrance reminded the Board that 2011 will mark the 50th anniversary of the NMRA’s popular Achievement Program, which leads to Master Model Railroader status.

### **International sub-districts created**

The Board approved a motion by British and Australasian directors Nobby Clarke and Peter Jensen, respectively, to create sub-districts within their international regions better to serve emerging pockets of interest in NMRA membership in Europe and Asia. The goal is to grow NMRA membership while fostering more interest in scale model railroading as a whole.

### **Candidate nominating procedures changed**

The Nominating Committee, headed by Di Voss, is charged with finding qualified candidates for each open position in the next election. The BOD approved a motion stipulating that this committee publish its report and recommendations no later than at the annual (summer) BOD meeting; that nominations by petition be allowed no later than 30 days after the publication of this report, and that election timelines be adjusted accordingly; and that official statements of qualifications for candidates nominated for a national office be allowed up to 500 words per statement published in the *NMRA MAGAZINE* and up to 1,200 words per statement published by electronic means.

## Recording NMRA clinics

The Board decided to allow commercial recording of NMRA clinics given at National Conventions provided that (1) the clinician gives his or her permission and (2) that the recording become the sole property of the NMRA for its own use six months after the convention concludes.

Clinics may continue to be recorded for non-commercial use with the permission of the clinician as long as the recording doesn't interfere with attendees' enjoyment of the presentation.

## New Standard and Recommended Practice approved

Standards and Conformance Department head Didrik Voss reported new Recommended Practice RP-21, Couplers, was approved. This new RP provides recommendations for large-scale coupler compatibility.

Standard S-2, Couplers, was also approved by the BOD. This standard now includes tolerances for coupler height from top of railhead to center of coupler.

## Union Pacific supports NMRA

Union Pacific continues to show its support of the NMRA through the special 75th anniversary logo decal applied to their special train, a model photo contest (see July 2010 *SCALE RAILS*, page 9), a booth at the Milwaukee National Train Show, and a reservation for a booth at the 2011 train show in Sacramento.

The BOD expressed their appreciation for Union Pacific's unsolicited and highly proactive support.

## Future conventions

Contracts are in place for National Conventions through 2013: Sacramento in 2011, Grand Rapids in 2012, and Atlanta in 2013. Host groups from Calgary, Cleveland, and Memphis presented bids for the 2014 convention, and after considerable deliberation owing to three outstanding presentations, Cleveland was selected. The city is within 500 miles of 43 percent of the North American population, and it offers an outstanding selection of model railroad, prototype, and non-rail tours.

The Board remains concerned about the cost/value proposition for conventions and continues to encourage prospective host groups to find creative new convention formats and venues. Bottom-line cost is always

a chief consideration when selecting future convention sites, but potentially more expensive conventions in areas that appeal to the entire family may offer an attractive value proposition. Sites outside the U.S. and even North America will receive close scrutiny as such bids are submitted.

## Winter 2011 BOD meeting

BOD winter meeting sites are selected to enable directors from all locations in North America as well as from the British and Australasia Regions to take advantage of relatively inexpensive airfares. The M&TS department also looks for hotel- and meeting-room bargains.

The 2011 winter BOD meeting will be held in Las Vegas at a time when hotel room rates and airfares are well below big-city norms. Members are always welcome to attend BOD meetings. Watch our website, nmra.org, for dates and location.

## Evergreen's Brian Ellerby honored

The meeting was adjourned in honor of the late Brian Ellerby, who founded Evergreen Scale Models and devised ingenious machinery to produce the styrene shapes, strips, and sheets that the hobby has come to rely upon. His son, Donald, reported that the company will continue.

## IN MEMORIAM

### BRIAN ELLERBY PASSES

obituary by Fred Hamilton

**B**rian Ellerby, President and Founder of Evergreen Scale Models, died at University Medical Center on April 29, 2010, after a seven-month battle with cancer. He was 67.

Ellerby, a native of the Pacific Northwest, had a life-long interest in model railroading. He started Evergreen Scale Models in his basement in the late 1960s to support his hobby. His first products were pre-fabricated track switches. Soon after, he began to develop a line of precision styrene plastic strips, sheets and shapes. These unique products were quickly discovered by scale modelers and architectural model builders, resulting in rapid company growth. By the mid-1970s, Ellerby left the City of Seattle Engineering Department to pursue Evergreen Scale Models as a full-time business.

A model builder of exceptional skill, Ellerby wrote articles for model railroad

publications about his home layout, often describing innovative construction and operating techniques. Photographs of his model railroad were published in numerous catalogs, promotional materials, and web sites. In recognition of his contributions to the hobby, he received the National Model Railroad Association's Distinguished Service Award in 2009.

Evergreen Scale Models is located in Woodinville, Washington, and employs 12. Its products are used worldwide, with nearly one-third of sales outside North America. Most of the machinery used to produce ESM products is unique and was designed and built by Ellerby. His son, Donald, is committed to continue operation of the company in order to serve its customers.

Ellerby leaves his wife of 42 years, Mary, his son Donald (Mairead) Ellerby, and three grandchildren. He is also survived by his father and sister.

### KENT S. ROBERTS MMR PASSES

obituary by Craig Weeke

**K**ent S. Roberts MMR 195 passed away on December 2, 2009. Kent and I were long time friends from Asheville, North Carolina. I was Assistant Superintendent when he was Superintendent. I then followed him as the Division Superintendent for the Land O Sky Division SER. I moved to Roanoke, Virginia, in 1998 and returned to North Carolina in 2006. We lost touch along the way.

I was looking into starting back with the Achievement Program and looked up my old division. I had written numerous articles in *The Semaphore* and was looking for copies to help with the Author Certificate. This is when I found that he had passed away.

According to an article in the *Asheville Citizen-Times*, he was the son of Charles and Mary Gene Roberts. Kent was married to Linda Courtney Roberts and they had two sons, Will and Wesley. Kent earned a BA degree at Carson Newman College and an MBA degree from Southern Wesleyan University. Kent was AP Chairman of the Land O Sky Division, SER for many years.

He was and always will be my friend. I have one AP certificate to date, Association Volunteer. I always thought about earning more certificates and possibly earning the Master Model Railroader certificate myself. In Kent's memory and that of my recently departed father-in-law, I am going to dedicate my efforts.

## MMR EARNED



MONTE HOFMANN MMR, 1939–2010  
(written by Marty Vaughn, MMR)

In July 2009, I received an email that originated from an NMRA member in Wyoming who had met Monte at a train show and discussed the Achievement Program with him. Monte was looking for someone to help him with the program and to do some judging for his Gold Spike at his home in Chadron, Nebraska. After locating Monte and exchanging some phone calls and emails, we scheduled a visit in October.

For those who don't know, the Nebraska West Central Division in the Mid Continent Region is bigger than some states, beautiful country, but small population, so it took a bit of time to set up the visit. As Earl Mullins, MMR, and I drove to Chadron on a Saturday in early October 2009, about an hour out it started to snow. By the time we reached Monte's house there was nearly eight inches on the ground and we were getting concerned about getting snowed in, but as we pulled in the driveway the snow stopped.

Among other things, Monte was a teacher. Early in his career he worked on an Indian Reservation and in his last professional position he was working as an instructor at a Job Corps Center until his retirement. In 2006, Monte had heart surgery, about six months later was diagnosed with pulmonary fibrosis and given a prognosis of about four years of survival. From that point on, Monte was on oxygen and somewhat restricted in his travel, but he was still able to make some train shows thanks to his son Mark and a portable oxygen generator. His discussion of the AP with the member in Wyoming occurred on one of those trips.

When Monte invited Earl and I in and introduced us to his lovely wife, Nila, he ex-

plained that due to the oxygen requirement Nila had set up a modeling station in the living room for him in a large roll top desk. That's where Earl and I first saw some of the model jewels that Monte had been building for years. The layout in the basement was our next stop.

Monte had been building models and model railroads for 50 years and had his first article published in *Model Railroader* in 1974. But the last thing Earl and I expected to find in a basement in northwest Nebraska was Great Lakes model railroad as well as a Midwestern World War II era layout. On display in HO scale as part of the layout were two scratchbuilt Hulett Coal Loaders, a freighter, and my personal favorite a Great Lakes Whale Back ore ship. Spread out over all of two rooms (rooms that were on different levels) was an HO layout with decades of excellent modeling. In addition to all the prototype models, there were dozens of humorous mini scenes that you took in and as the joke sunk in you'd start to chuckle. This was my kind of layout! Earl and I had our judging work cut out for us and got busy.

About 6½ hours later, the three of us sat down to coffee and some of Nila's cookies while we checked off the paperwork and completed all the signatures. Monte had completed all the requirements for his Gold Spike, Electrical, Scenery, Structures, and Cars as well as having a chunk of Author with his *MR* article and only needing one scratchbuilt engine to complete motive power. That engine was sitting on his roll top desk just waiting a few pieces to be complete. We made arrangements for Monte to mail the engine to me when finished for judging and discussed article ideas and publishing them and getting one other certificate to complete his MMR. As Earl and I left Chadron, the snow that had stopped just as we arrived started up.

Over the next few months Monte and I exchanged emails and phone calls. His engine was finished and judged; his articles were completed and published. We discussed Dispatcher, but Monte's health was failing and he wasn't sure if he'd finish so he began working on Prototype.

Monte began working on Prototype in January 2010. He decided he'd finish it and have it judged at the Division Show in North Platte, Nebraska, in April. Once again his son Mark provided the transportation and support and Monte's Prototype and MMR requirements were finished in April. This was the last trip Monte made out of Chadron.

Monte's MMR was approved in May and I was expecting his certificate and plaque in June. Monte had never complained about his health in any of our communications so I knew things were bad when he asked if I could speed up the delivery of his MMR certificate and plaque. When I wrote Monte that I was concerned about not getting everything to him and I was saddened to hear about his deteriorating health. Monte wrote me:

"In 2006, I had my heart surgery, about six months later I was diagnosed with pulmonary fibrosis and told that I probably had about four years to go. I've about done the four years, so I'm right on schedule. Not many people get a four-year heads up, so I feel very lucky about the whole thing. Nila and I have had a good long time to enjoy each other, indeed, we have had more time because we have moved my workshop into the living room so I can work on my trains and chat with my dear wife at the same time, which I have enjoyed immensely. One thing I am very grateful for is that about one year ago I met a guy from the NMRA in Douglas Wyoming, at their train show who promised me that he could get some judges to rate my layout for a Golden Spike certificate if I would join on a temporary NMRA membership. I did and he did. Since you and Earl came up that October day, in less than a year, I have completed my MMR due to a great deal of encouragement and help from you and your fellow members. I never thought I could possibly complete that in such a short time. And this has been one of my most treasured accomplishments in my life. So thank you and Earl for the urging and the mileage you have invested in the Monte Hofmann project.

I will be having a "last run" on my layout probably on the 10th or 11th of July as I can no longer navigate the stairway to the basement by myself. I am inviting you and Earl and the other judge from the North Platte show to come if you can manage the miles. I'll send you a meal plan and schedule when I have the date firmly set. Sincerest thanks.

Monte."

That was the last communication I had with Monte. His "last run" came early and he passed away on June 21, 2010.

Monte is survived by his son Mark, his daughter Shari, and his beloved wife Nila.

*Monte earned the following certificates: Master Builder—Motive Power, Master Builder—Cars, Master Builder—Structures, Master Builder—Scenery, Master Builder—Prototype Models, Model Railroad Engineer—Electrical, and Model Railroad Author.*

## MMR EARNED



BENTON (BEN) BARTLETT  
EARNS MMR #434

**M**y introduction to model trains came at an early age, courtesy of my father. The introduction was a Lionel set around the Christmas tree for my second Christmas. I did not learn much about model trains, but I did learn some really choice words to describe the lineage of rolling stock that would not stay on the track. I still use some of those choice words today.

Fast forward through the big war and two work assignments for my father, and we have settled in northern New Jersey. After settling down, I received an HO scale American Flyer set. Yes, in 1949 you could get an American Flyer HO steam locomotive that smoked. I was then introduced to Varney metal engines and Athearn metal-sided box car kits. We built a small layout and it progressed for a while. Like so many others, the train interest took a back seat to cars, girls, airplanes, college, and a job that took me to Connecticut. Eventually, I married Jan, who has put up with my model railroad hobby for 44 years. The first apartment had a spare room to which I was granted the rights to build a “railroad empire.” One of my wedding “presents” was the HO equipment that had been collecting dust and space at my parent’s home.

That layout lasted about two years until we gave up the apartment for a house with a *basement!* Wow! I could have a “big” layout. About the same time I was introduced to a local round robin group — The Hartford Workshop. They provided more inspiration, encouragement and my introduction to the NMRA. I did attend a few regional conventions. I learned some about contest participation.

This chapter of my model railroad life came to a halt when I was transferred to Florida. I lost my basement and had to go into negotiation for layout space again. I did get a spare room and a new layout was begun, but I was never satisfied with that layout. A significant house remodeling project provided a room better suited to a new layout. I was still an NMRA member and did get to an occasional SSR convention, but otherwise was the classic lone wolf. The layout provided relaxation time from an ever more demanding job. The job eventually slowed down, and I again had some time to attend an occasional SSR convention. After 39 years of Jet Engine development, I retired.

The first day of retirement included joining the Palm Beach Model Railroaders Club, West Palm Beach, Florida. I now found out how much I had missed by being a lone wolf for so long. It took over a year to get organized to move to the more temperate climate of western North Carolina. In preparation for the move, I organized a pre-destruction layout open house. Among the visitors were the then-current Division Super and AP Chair. I spent a lot of time trying to explain why I had been hiding out all these years. This open house became my introduction to the AP Program. The two gentlemen went through the layout and started listing the certificates they thought I would qualify for. The layout destruction was put on hold while I did paperwork. The decision to hold that one last open house resulted in a Golden Spike, Scenery, and Electrical Certificates.

We then moved to North Carolina and I joined the SER. I soon became involved with another first class group of modelers in The Apple Valley Model Railroad Club in Hendersonville. Subsequently, I became involved with Land O’ Sky Division, another

group of good modelers. My first SER convention contest was interesting, but contest scores were a shock. I was no longer as cocky as I was when I left Florida. Discussions with the contest chair gave me some good suggestions to improve my models, my scores, and get my confidence back.

The 2001 St. Louis National Convention was my first national convention. I learned that, even at the National Contest level, you can receive a merit award with a kitbashed car and yes the preparation of good paperwork does help. I got my Car Builders Certificate in 2003 and concluded that I just might live long enough to become a Master Model Railroader.

The subsequent steps in the MMR journey were sometimes very enjoyable and sometimes very frustrating. Late in the journey, I learned about AP judging versus Contest judging. I have learned a lot about my modeling, and raised my expectations for my modeling. I have met many very nice, knowledgeable people along the way. The people that have helped and encouraged are too numerous to try to list and I am sure to forget someone. But I must thank all those people who have helped and encouraged me along the way. I have learned that the requirements for most of the certificates will take you out of your comfort zone. I have had to develop and demonstrate skills that I may never use as I continue in model railroading, but I know I can do them if required. I know that the journey to MMR is not for everybody, but it should be a conscious decision to go forward or not.

Now back to the layout, operating sessions, and helping others.

*Ben has earned the following certificates: Golden Spike, Scenery, Electrical, Cars, Author, Chief Dispatcher, Structures, Civil Engineering and Volunteer.* 🛠️

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