

NMRA BULLETIN

DEPARTMENT & PROGRAM MANAGERS

Chief Administrative Officer —

Jenny Hendricks

P.O. Box 1328

Soddy Daisy, TN 37384-1328

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

e-mail: nmrahq@nmra.org

Library - 423-892-2846 or nmraops@nmra.org

Education Department Manager —

Bruce De Young

23 Holiday Lane

West Milford, NJ 07480

H: 973-697-8098 C: 201-803-9766

e-mail: educate@nmra.org

Education Department Assistant Manager —

Nobby Clarke (HO, N)

34 Hopmeadow Court

Northampton, England, NN3 8QG

+44-1604-415020

Howell Day Museum Committee Chair —

Allen Pollock

PO Box 243

Jefferson City, MO 65102-0243

H: 573-619-8532

e-mail: museum@nmra.org

Information Technology Department —

Ben Sevier

12793 War Horse St.

San Diego, CA 92129-2219

(858) 538-9863

e-mail: itmanager@nmra.org

Development & Fund Raising Department

Manager — Alan Anderson

4744 Colander Dr.

West Jordan, UT 84088 H: 801-613-0801

e-mail: fund@nmra.org

Marketing Department — Director VACANT

Marketing Department — VP

Page Martin

PO Box 14789

Long Beach, CA 90853 H: 714-234-4488

e-mail: marketing@nmra.org

Meetings and Trade Show Department

Manager — Bob Amsler

514 Dover Place

Saint Louis, MO 63111-2338

H: 314-606-6118

Fax: 314-754-2688

e-mail: conv@nmra.org

Publications Department Manager —

Don Phillips

5381 Heather Cir.

Mason, Ohio 45040-2269

513 226-2233

e-mail: pubs@nmra.org

Have you changed your address or other membership information?

Notify Headquarters

e-mail: nmrahq@nmra.org

Phone: 423-892-2846 (8am–4pm ET)

Mail: P.O. Box 1328

Soddy Daisy TN 37384-1328

NMRA Communications Director

VACANT

Standards and Conformance Department

Manager—Didrik A. Voss, MMR (HO)

15226 12th Dr SE

Mill Creek, WA 98012-3082

O: 425-337-5222 H: 425-337-7084

e-mail: tech-chair@nmra.org

REGION PRESIDENTS

Australasian Region—David O’Hearn

PO Box 4590, Lake Haven NSW 2263

H: 61 2 4393 9564 M: 61 407 811 577

e-mail: president@nmra.org.au

British Region—Mike Arnold

3 Boxgate, Crowborough

East Sussex, UK TN6 1SF

H: +44 1892 459967

C: +44 07808 323094

e-mail: brprez@nmra.org

European Region—Alain KAP, MMR (HO, HO3, On3/30)

Kammerforststrasse 3a

D-54439 SAARBURG, Germany

Phone: +49 6581-603045

Mobile: +352 691-325089

e-mail: eprez@nmra.org

Lone Star Region—Steven Barkley, MMR

2060 Belvedere Drive, Beaumont, TX 77708

e-mail: lsrprez@nmra.org

H: (409) 898-4403

Mid-Central Region—Steve Kaplan

e-mail: mcrprez@nmra.org

Mid-Continent Region—Whit Johnson

1117 E 16th St S Newton, IA 50208-5076

H: (641) 792-0712

e-mail: mcocprez@nmra.org

Mid-Eastern Region—P.J. Mattson, MMR

129 East Ave., Swedesboro, NJ, 08085

856-467-0421.

e-mail: merprez@nmra.org

Midwest Region—Paul Mangan

6187 Sun Valley Pkwy, Oregon, WI 53574

H: (608) 835-9577 e-mail: mwrprez@nmra.org

Niagara Frontier Region—Richard Hatton

205 Country Lane, Stayner ON L0M 1S0

705-428-9997

e-mail: nfrprez@nmra.org

North Central Region—Dave McMullian (HO)

279 S. River Rd., Waterville, OH 43566

H: (419) 878-4888 e-mail: ncrprez@nmra.org

Northeastern Region—George ‘Scooter’ Youst

104 Bent Tree Lane, Baldwinsville, NY 13027

H: (315) 303-0100 e-mail: nerprez@nmra.org

Pacific Coast Region—Pat LaTorres

2081 Horne St., San Leandro, CA 94578

H: (510) 317-7456 e-mail: pcrprez@nmra.org

Pacific Northwest Region—Mike Highsmith

32931 174th Place SE Auburn WA 98092

H: (253) 381-3636 e-mail: pnrprez@nmra.org

Pacific Southwest Region—Carl Heimberger

1256 Old Hickory Road, Corona, CA 92882

H: (951) 256-1319 e-mail: psrprez@nmra.org

Rocky Mountain Region—Gary Myers

3717 S. Walden St. Aurora, CO 80013-3517

H: (720) 837-4393 e-mail: rmrprez@nmra.org

Southeastern Region—Glen Hall, MMR

609 Phyllis Street, Pensacola, FL 32503

H: (850) 982-2795 e-mail: serprez@nmra.org

Sunshine Region—Gilbert Thomas, Jr.

8119 Woodvine Cir., Lakeland, FL 33810

(863) 412-3090

e-mail: ssrprez@nmra.org

Thousand Lakes Region—Dennis Rietze

39 Shelagh Crescent

Winnipeg MB R2G 1Z6

(204) 663-2302

e-mail: tlrprez@nmra.org

2015 NMRA National Convention Dates and National Train Show Reservations:

2015—Portland, Oregon • August 23–30 • www.nmra2015portland.org

Train Show Booth Reservations—Susan Straub, Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328

423-892-2846 • nmrrants@yahoo.com

• 2016—Indianapolis, IN • 2017—Orlando, FL • 2018—Kansas City, MO

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

MARCH 2015

GOLDEN SPIKE

Northeastern Region

Robert Dennis, Staten Island, New York
David Kiley, Swansea, Massachusetts

Pacific Coast Region

Eric Moe, Walnut Creek, California

Pacific Southwest Region

Dale Minard, Vista, California
Joe Parrino, Whittier, California

Rocky Mountain Region

John Chase, Salt Lake City, Utah

MASTER BUILDER — CARS

Mid-Central Region

John Retterer, Prospect Heights, Ohio

Mid-Continent Region

Thomas Persoon, Coralville, Iowa

Thousand Lakes Region

Craig Symington, Thunder Bay, Ontario

MASTER BUILDER — STRUCTURES

North Central Region

William Piercy, Ft. Wayne, Indiana

Northeastern Region

Fred Dellaiaco, Oakland, New Jersey
Susan Osberg, Coventry, Rhode Island

Pacific Northwest Region

Mark Dance, Vancouver, British Columbia

MASTER BUILDER — SCENERY

North Central Region

Bruce VanHuis, Byron Center, Michigan

Pacific Northwest Region

Mark Dance, Vancouver, British Columbia

Rocky Mountain Region

Donald Bailey, Colorado Springs, Colorado

MASTER BUILDER — PROTOTYPE MODELS

Thousand Lakes Region

Craig Symington, Thunder Bay, Ontario

MODEL RAILROAD ENGINEER — CIVIL

Lone Star Region

Gert Muller, Murphy, Texas

Mid-Continent Region

William Scheerer, Lee's Summit, Missouri

Rocky Mountain Region

Donald Bailey, Colorado Springs, Colorado

MODEL RAILROAD ENGINEER — ELECTRICAL

Mid-Central Region

John Crellin, Wexford, Pennsylvania

Midwest Region

Gary Baker, Pekin, Illinois
Kenneth Hojnacki, Madison, Wisconsin

Northeastern Region

Robert Dennis, Staten Island, New York

Pacific Northwest Region

Mark Dance, Vancouver, British Columbia

Rocky Mountain Region

Donald Bailey, Colorado Springs, Colorado

CHIEF DISPATCHER

Mid-Continent Region

William Scheerer, Lee's Summit, Missouri

Mid-Eastern Region

Paul Hutchins, Waldorf, Maryland

ASSOCIATION OFFICIAL

Midwest Region

David Leider, Prospect Heights, Illinois

ASSOCIATION VOLUNTEER

Mid-Eastern Region

William Grosse, Yardville, New Jersey

Northeastern Region

Robert Dennis, Staten Island, New York
Van Fehr, Avon, Connecticut

Southeastern Region

Stephen Funsten, Roswell, Georgia

MODEL RAILROAD AUTHOR

Mid-Continent Region

Gene Coffman, St. Louis, Missouri

Midwest Region

Minton Dings, Havema, Illinois

Northeastern Region

Justin Maguire, Barrington, Rhode Island

MASTER MODEL RAILROADER

Craig Symington, Thunder Bay, Ontario, MMR 553

AP QUESTIONS

If you have questions about the Achievement 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 Drive, Batavia, OH 45103.

MMR GROUP

All Master Model Railroaders (MMR) are invited to work with other MMRs by contacting C.J. Riley, MMR, at cjriley42@yahoo.com.

MMRs: Master Model Railroader shirts and extra patches are available by contacting HQ in Soddy Daily, TN

ANNUAL MEETINGS

The public observation part of the Board of Directors meeting is on **Saturday, August 22, starting at 9AM** and going all day. The BOD will also meet on Sunday if needed. Any member is welcome to attend and will likely be asked to sit around the room, as there will be room at the table only for the BOD members. The Annual NMRA Business Meeting will be **Thursday, August 27, from 8.30–9:30PM** in the Weidler Room. Check the convention timetable for updates.



HOWARD GOODWIN EARNS MMR #556

My involvement with the hobby started at a very early stage in my life, you might even say embryonic. My father, God rest his soul, a returning World War II vet, met and married my mother after his discharge. I've been told that I was conceived in the upper berth of a Pullman car on the way home from Canada where they met. The rest of the story is pretty standard: my Grandmother gave me a Lionel set, the *Texas Special* for my 6th Christmas. It was red and white, had a blaring horn (provided a D-cell battery was inserted in the compartment in the B unit), and was really cool. It ran for many years despite the horn becoming inoperable because somebody left the battery in the holder and, as many D batteries would do, leaked all over the compartment, messing up the horn function.

Fast-forward a few years to my 12th Christmas. My mom and stepfather (yes, there was a divorce) decided to get my three-year-old brother a train set. As was usually the case, my stepfather — a great guy who taught me a lot — had consumed considerable “barley sodas” that Christmas Eve and was in no shape to assemble this train set. I learned early on what “some assem-

bly required” meant. Now we know how a three-year-old reacts to a train set — “How fast will it go?” Factor in the attention span of a three-year-old on Christmas morning and you begin to get the picture. GI Joe and Tiger Joe tanks were the big attraction, not a train set. The long and short of it was that I eventually ended up with the train set. And so it began!

My stepfather, a general contractor and a good one at that, built a “train table” for our spare room/workshop. It was the obligatory 4x8-foot layout using 1x4 construction and covered with a 4x8-foot sheet of Homasote. Wow, this was a radical departure from the typical plywood decking of the day. On it, I built a town using Plasticville USA structures. It had roads, sidewalks, and scenery (lichen) and the typical fake-looking trees for that time. LifeLike didn't have much else to offer like what we have available today.

About this same time on the other side of town, my father and stepmother gave me a Varney Aero Train for Christmas. Of course, it stayed with them after my brief weekend visits, so it never saw my other layout. I loved that set, and to this day, I have a warm spot in my heart for the Aero Train. I currently have the Con-Cor offering complete with the extra cars and Tsunami sound! While

nothing remains of my original Varney Aero Train, I have several of the Varney pieces that were slated for construction until the Con-Cor units came out. We know how that goes.

In my later teen years, my model railroad hobby took a second seat (or third or fourth) to other interests of the time, notably cars and girls, although not necessarily in that order! This is a natural phenomenon I learned, which plays out in the lives of many budding model railroaders. There is a generation gap. You have trains as a kid, you grow up and attention is diverted. You go to college or you go into the service, but eventually you get married, have children, spend those intervening years tending to them, and, at some point, they leave the “nest.” If you have done your job well as a parent, you now find yourself with disposable time and income and in search of somewhere to apply it. You remember that hobby of model railroading and remind yourself of how much fun it was when you were a kid, and there you go!

As it turned out, my marriage to my wife Stella interrupted this phenomenon. I had mentioned to my father-in-law that I liked trains, and he gave me a Tyco “Chattanooga Choo-Choo” for Christmas in 1975. What started out as a joke backfired, big time. After Christmas, I started looking for a model railroad club in my hometown, Fort Lauderdale, Florida, and found the Lauderdale Shore Line Model Railroad Club. One of my neighbors, who was also in model trains, went with me. We both joined the club at the same time in 1976. During my years with the LSL, I learned many of the skills that served me well in the future. It was there I met and was nurtured by my mentor, Dr. Will Leeds, who taught me many of those skills. While a member of the LSL, I served as the club's Vice President and President for about 15 years.

My three sons, Tim, Steve, and Scott, loved coming to the club to help serve refreshments at our annual open houses in November (Model Railroad Month). They also enjoyed their version of “whack a mole,” popping in and out of the scenery. None of them took up the hobby as I did, nor did I ever press them. My grandkids, however, are another story! My involvement in the hobby was less intense while involved in their lives as they were growing up, but I did keep up with it thanks to *Model Railroader* and *Railroad Model Craftsman*. The boys joined Boy Scouts, which I was involved with as well and truly enjoyed it. All of them were active in high school, all in JROTC, and it got pretty competitive. During those high

school years, I was elected as the President/Trustee of the Sunshine Region and held that office for two terms. It was very enlightening! Shortly after my service as President/Trustee ended, I started working on the National Train Show staff as one of the floor staff charged with setting up the booths for the vendors and manufacturers and spent 15 years there.

My AP involvement started fairly early on in 1992. While active in the LSL, I earned my Volunteer, Official, and Author certificates. I had been writing a club newsletter for the *Journal Box*, the Region newsletter, as well as several other articles for the *NMRA BULLETIN*. At that time, I had no real aspirations of becoming a Master Model Railroader. I knew several MMRs in the Region but was never approached about the Achievement Program, so I just filed it away.

As children do, they grow up, move away for various reasons, find love, and get married. It changed our lives — Stella's and mine. When Tim and his wife Mary announced they were having a baby, my wife proclaimed that it was time to retire and move to Georgia to be closer to them. Tim had resigned his commission in the Army, taking a job in the private sector in Kennesaw. In 2000, we moved, after my retirement from BellSouth. It wasn't long before I found the local NMRA group, the Piedmont Division. It was amazing — a Division of more than 400 modelers, who met regularly and provided many activities for the membership. This was nothing like I had in the SSR and a totally new experience for me. I was blown away and compelled to get involved.

In 2001, after I started attending the monthly meetings, I found myself filling an unexpired term of Director of Operations due to a relocation of the person who had the title. I then served two other full terms as DoO. Upon completing the last term, members elected me Superintendent for two terms. I found the Superintendent of the Piedmont Division was more active and did more things than most NMRA Region Presidents. My experience from having been the SSR President proved that point. I enjoyed all my responsibilities and even served another term of DoO after my two terms as Superintendent.

In 2003, the Division started a Boy Scout Railroading Merit Badge program. I was all over that one! We started out conducting two classes a year with our program evolving and improving over the intervening years. Currently, we do four Merit Badge

classes each year in two different locations — the Southeastern Railway Museum in Duluth and the Southern Museum of Locomotive and Civil War History in Kennesaw. I am the current coordinator for the Kennesaw Museum Scout program and have just been assigned the Duluth program as well. To date, we have put more than 900 Boy Scouts through our programs, including one blind Scout. I am very proud of our Scouting program.

Joining the Piedmont Division rekindled my desire to continue with the Achievement Program. The quality of the program being brought to its members and the overwhelming support and encouragement of the MMRs in the Division is compelling. I earned AP Certificates for Civil, Electrical, Chief Dispatcher, Structures, and the last and latest one, Cars. My MMR achievement comes after earning eight Certificates. I had earned three Certificates, each in two of the four requisite categories, which meant I would need eight to earn the requisite four categories. What was I thinking? Currently, I'm working on my Motive Power Certificate, and I am very close to getting my Scenery Certificate as well.

One of the great things about the Piedmont Division is the fellowship. In 2005, I started an operating group, the North Atlanta Rail Barons. This 100% NMRA Member Club now numbers close to 20. Formed to encourage model railroad operations, it has also been a support group for those who are starting layouts and to some degree a labor force to help. It has also been instrumental in teaching the skills of

model railroading. My home layout, the Great Cypress Lines, is a mythical (read freelance) Class II railroad set in the transition era due to my love of steam and first-generation diesels. I did most of the work on my railroad with my best friend Rob Dodds, who would come up from Florida to help me work on the layout starting in 2003. I finally convinced him to move to Georgia, and in 2007 he did, now living just two miles from where I live with a layout of his own underway. My railroad is located in a 13x32-foot basement room with two 18-foot staging yards on the outside walls in my garage. The railroad features Code 83 Atlas flex track and Shinohara switches and a good number of hand-laid track and switches, both Code 83 and Code 70.

All this said, I don't anticipate any problem upholding the MMR creed of giving back to others in the hobby — I have been doing that for many years. I thank the many members of the Piedmont Division who have encouraged and assisted me on my journey to my MMR.

AP Certificates Earned — Howard Goodwin

**Association Volunteer
Association Official
Model Railroad Author
Model Railroad Engineer – Civil
Model Railroad Engineer – Electrical
Chief Dispatcher
Master Builder – Structures
Master Builder – Cars**

You buy. We benefit.

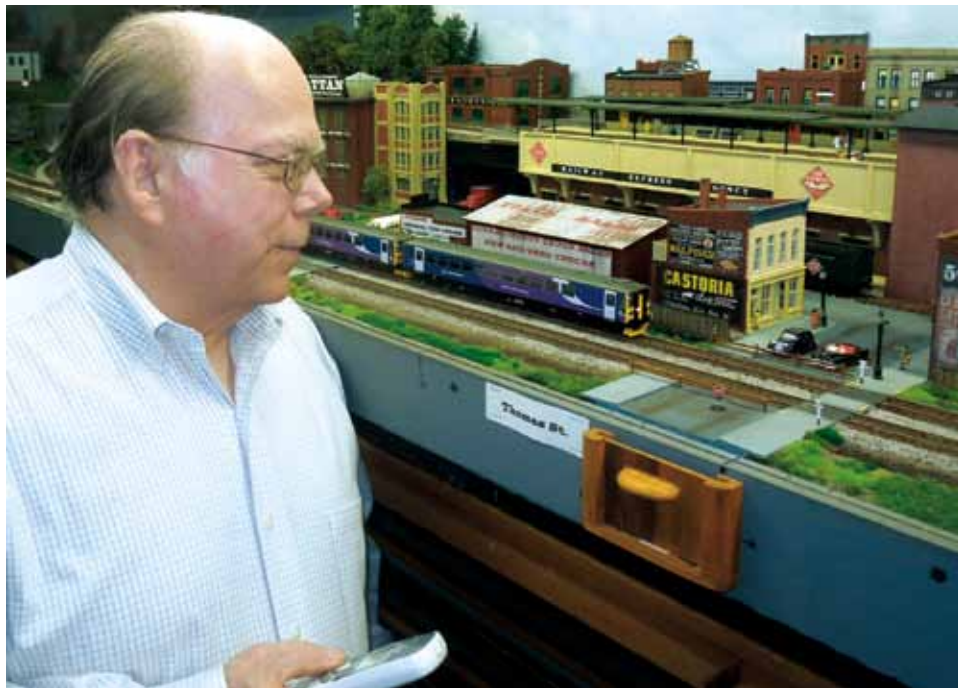
It's as simple as that. Because when you buy something on [ebay](#) and the seller has designated the NMRA as a charity, we receive a percentage of that selling price! Everybody wins!

Want to see the items that benefit you and the NMRA? Just visit <http://goo.gl/Ks8uE7>.

And if you're selling, use that same link to list your items so they'll benefit the NMRA.

So go ahead, buy to your heart's content. It'll do us all a bit of good!





TOM GRIFFITHS EARNS MMR #557

I have had an interest in trains for as long as I can remember. I grew up on Staten Island, in New York City. My parents' house backed up to the line of the Staten Island Rapid Transit railroad, owned then by Baltimore & Ohio. Besides frequent EMU passenger service, there were usually several freights a day. All these traveled through a deep cut immediately behind our property. Thus was born my lifelong affection for B&O, which continues to this day.

Unlike many model railroaders, I did not have Lionel trains as an introduction to the hobby. My first train set was from Marx, which consisted of a steam locomotive, several cars, and a caboose. I don't remember the locomotive type, other than it was an "American" outline. The cars were lithographed tin, in U.S. road names, but all, including the caboose, were four-wheel European cars! After several years of enjoyment and gradual expansion of my empire in the attic, I finally made the big time (scale model railroading) one Christmas when I received a Mantua HO set. The set had a Canadian Pacific F7 diesel with a four-wheel bobber caboose in matching CP livery no less! How cool was that? In addition, there were three freight cars, a Hooker black and orange tank car, a Toronto, Hamilton & Buffalo yellow and black box, and a CP black gon. Finally, I had some real trains!

My interest continued at a low level through high school, having a few friends

who were into model railroading, but knowing no adults who were. During my second trip to Viet Nam with the Navy's Seabees, I ordered some Labelle wood passenger car kits from the old AHC Company on Manhattan's 22nd Street. When I received my order, I found a few "extras" in the package. It seems the store manager, Marshall (whom I met after I returned home) saw the note enclosed with my order indicating I was in Viet Nam. As well as the two kits and sets of trucks I ordered, he gifted me several jars of paint, a couple of brushes, a craft knife with blades, and some Ambroid glue (and a pack of Kadee couplers, since I had forgotten to order them!). I never forgot his kindness, and we became friends once I returned to "the world."

In 1968, I began what turned into a 35-year career with the "Phone Company," otherwise known far and wide (for a few more years) as Ma Bell. My interest in trains blossomed once I began receiving a steady paycheck. I bought *Model Railroader*, *Trains* magazine, and *Railroad Model Craftsman* faithfully every month, something easily done at the time as nearly every one of the then numerous newsstands in Manhattan carried them. I also started buying models, locomotives, and rolling stock for the time when I could restart my empire building.

In late 1968, I bought my first brass locomotive from Marshall — a PFM American Lumber Co. 2-6-2 tender locomotive — for the princely sum of \$35! I kept it until a few years ago, when I sold it to

a friend, who added DCC and put into service on his layout. For the next 30 years or more, I remained pretty much a "lone wolf" model railroader and never got a chance to start a layout of my own. However, I did acquire one friend who had a large layout in his basement, and I was a frequent visitor and operator at his house for years. However, being of much the same temperament as myself, he gently rebuffed my frequent offers to help him with construction. I did not get a chance to build a layout until years later after I retired. However, I kept my hand in by building structures and car kits.

My life was not all dull though. I managed in the first 20 years or so I worked for Ma Bell to amass more than 100,000 miles of train travel in the United States and Canada. I would take my two weeks of vacation at one shot, and spend it all traveling around the country by train. I usually managed to spend all but two or three nights on the train. Life on the train was easy, and since I always traveled in a sleeper, not really all that uncomfortable! My travels allowed me a good long look at railroads and their surroundings.

In the late 1970s, I gradually started coming out of my self-imposed exile when I joined a small group of modelers on Staten Island. We resurrected a club that had gone dormant about 15 years earlier when the club lost its home in one of the Staten Island Rapid Transit stations. We had a layout for several years at the Snug Harbor Cultural Center on Staten Island's north shore. We had benchwork up, 90 percent of the track and wiring completed, and a start on scenery when we lost that home. After a few years trying to keep going as a modular group, the club finally fizzled. However, the core of the group still meets on a Round-Robin basis at each other's homes to work on layouts.

My life changed drastically in 2004. With my retirement, followed by the death of my mother, I no longer had any family ties to Staten Island or New York City. I moved to central New Jersey, where I currently live. After my move, I finally got to start work on a home layout, something I had dreamed of for years. It is more modest than I had always anticipated, being a two-level switching layout. The scenic part of the upper level measures 2x12 feet. It abuts a helix, which brings trains down to (up from?) a 2x8-foot lower level, used for staging. Influenced by my 45 years on Staten Island under the sway of B&O, the layout

depicts a fictional version of the town of St. George on the Island. This was the location in real life of a medium-sized yard served by rail connection to New Jersey and by water (via carfloat) to virtually every other railroad that served New York City. Staten Island was for many years the home to about 80 percent of B&O's marine fleet. The centerpiece of the layout is a rail/marine interface. Here you'll find my model of the last of B&O's Howe truss, wood transfer bridges, and a model of a two-track wood carfloat based on photos of a B&O float once used in Baltimore Harbor.

The layout is fully operational; all track has been laid, and where needed, painted, ballasted, and weathered. Tortoise switch machines power 24 turnouts controlled by a panel on the front of the layout. Switch positions are indicated by LEDs installed directly in the track diagram on the panel. Scenery has started to appear, being about 20 percent completed. Scenery work has slowed considerably over recent years because of my involvement in several large projects at my club, plus working on various models for the Achievement Program.

I have started participating, in various capacities, in "official" NMRA activities. By residence, I am a member of the New Jersey Division of the MER. I am also an honorary member of the Calder Northern Division in England, and a paid-up member of the British Region. I have presented clinics at Division level here at home, and at the Region level in the BR. I have also served as a contest judge in several of the British Region's conventions, as well as at Grand Rapids, Michigan, where I had the pleasure of working with National Contest Chairman Bob Hamm, MMR, among others. I have had occasion to help the local AP personnel judge members models for Merit Awards. In late October this year, I am anticipating giving clinics and serving as a judge at the MER Region Convention in New Jersey. My Division is hosting the convention.

Besides earning the requisite seven Certificates to be MMR, I have now accumulated about half of the points needed to earn the Association Volunteer Certificate.

It's been my pleasure to be a model railroader for at least 60 years. I'm sorry now I did not discover sooner the additional pleasure gained by being a member of the NMRA. It's been both a pleasure and an honor to have participated in the road to MMR status. I have met lots of new friends and learned so much. Hopefully, I have helped others along the way. I can only now

urge you to look at least into going down the same road. It's not all easy, but also it's not insurmountable either, and I can guarantee that you will not regret trying.

AP Certificates Earned — Thomas Griffiths

Model Railroad Author
Master Builder – Structures
Model Railroad Engineer – Electrical
Master Builder – Scenery
Master Builder – Motive Power,
Master Builder – Cars
Model Railroad Engineer – Civil