

NMRA BULLETIN

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**Have you changed your address or
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**Region Secretaries: send all
changes in Region officer infor-
mation to the NMRA Secretary:
secy@nmra.org.**

rev 3/7/20

2020 NMRA National Convention Dates and National Train Show Reservations:
2020—St. Louis, MO • July 12–18, 2020 • <http://www.gateway2020.org>
Train Show Booth Reservations—Jenny Hendricks Registrar • P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • ntsreg@nmra.org
• 2021—Santa Clara, CA • 2022—Birmingham, England

NOTICE OF 2021 ELECTIONS

Rick Coble
NMRA Secretary

The following NMRA Officers and Board of Directors positions are open for election in 2021:

1. **President**
2. **Vice President - Administration**
3. **Vice President - Special Projects**
4. **At-Large North American Director**
5. **Eastern District Director, and**
6. **Pacific District Director**

Please check Article III, paragraph 12 of the NMRA Executive Handbook (EHB) located at <https://nmra.org/executive-handbook> for the extent of the districts affected. Qualifications for candidates are listed in the EHB.

Thinking of Running for an NMRA Director or Officer Position?

Click “Organization and Structure” from the NMRA Resources section in the blue “footer” on each page.
Click “Board of Directors” listed in the blue “box” on the right side of the page.
Click “Thinking about running for an NMRA office”

President, Vice President - Administration, and Vice President - Special Projects

Submission of candidates’ names for consideration for the positions of President, Vice President - Administration, and Vice President - Special Projects should be made to one of the following no later than June 1, 2020:
National Nominating Committee Chair Mike Brestel at mbrestel@zoomtown.com.
Atlantic District Nominating Committee at AtlNominations@nmra.org.
NMRA Canada Nominating Committee at CanNominations@nmra.org.
Pacific District Nominating Committee at PacNominations@nmra.org.

At-Large North American Director

Submission of candidates’ names for consideration for the position of At-Large North American Director should be made to one of the following no later than June 1, 2020:
National Nominating Committee Chair Mike Brestel at mbrestel@zoomtown.com .
NMRA Canada Nominating Committee at CanNominations@nmra.org.

Eastern District Director

Submission of candidates’ names for consideration for the position of Eastern District Director should be made to National Nominating Committee Chair Mike Brestel at mbrestel@zoomtown.com no later than June 1, 2020.

Pacific District Director

Submission of candidates’ names for consideration for the position of Pacific District Director should be made to the Pacific District Nominating Committee at PacNominations@nmra.org no later than June 1, 2020.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the appropriate 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 1, 2020.

Members with questions about the nominations or the election may contact the Secretary Rick Coble at secy@nmra.org.



JOE WALTERS EARNS MMR® #644

Growing up in Philadelphia, I (like so many children) had an American Flyer train set running around my Christmas tree. Living three blocks from the Northeast corridor at Holmesburg Tower, I saw my fair share of real passenger and freight trains. From an early age, I was intrigued by the workings of both the small and the much larger. It was no surprise when I chose to work for a railroad as my career.

I served four years in the Marine Corps after high school graduation. While attending school on the GI Bill, I secured a job with the Reading Railroad as a coach cleaner. I rose through the ranks as Reading became Conrail. After ten years of service, I made a change. I joined Amtrak in the back shops. During my tenure with Amtrak, I supervised locomotive and passenger car overhauls. I eventually became Assistant Superintendent of the Mechanical Department. I retired in 2004.

I became interested in model railroading when one of my car repairmen introduced me to his layout. I thought it would be a great hobby and a way to spend time with my three sons. It turns out they were more interested in sharing their time with girls. Nonetheless, I caught the bug.

After a move to Delaware in 1991, I started to build my current layout. During the construction, I joined a Wednesday

night operating crew, which consisted of 20 people who met every Wednesday to operate different railroads. This group has now been in existence for 30 years. With such a large gathering, information and inspiration are plentiful. By 1992, my layout was part of the Round Robin rotation with these gentlemen. I owe a great deal of gratitude to them.

In 2016, while hosting an open house of my layout, I met Philadelphia Division member William Fagan. He asked if he could videotape the railroad and submit the video of the lay-

out for a Golden Spike award. Not being a member of the NMRA at the time, I had no idea what the Golden Spike award was. To my surprise, it was the opening for the Achievement Program and my introduction to becoming a Master Model Railroader®. I suppose you could conclude Bill was my inspiration for starting this journey. I appreciate his interest in furthering my ability through my hobby. Thank you, Bill!

In September 2017, I received five AP Certificates: Civil, Scenery, Chief Dispatcher, Electrical, and Structures. These were the byproduct of having a 25-year-old railroad in my basement.

While I worked toward the Volunteer Certificate, I was also working on my AP Cars. I received that Certificate in October 2018. I then proceeded to work on Motive Power and received that Certificate in May 2019. In August 2019, I received the Volunteer Certificate. I finally had completed all the steps to obtain the Master Model Railroader® designation.

As you can see, once I set my mind to attaining this accomplishment, I worked diligently toward reaching my goal. However, I did not do this alone. Many people stood by my side, giving me support, constructive criticism, and much-needed encouragement.

There are many people I need to thank. First, I need to tell my Wednesday

night crew how grateful I am for their support. You cannot meet with the same group of men once a week for 30 years without having them become part of your family. They are my friends and my family. I am so very grateful to them for the encouragement, expertise, and even the teasing they have shared with me through this process.

Earl Pain, Philadelphia Division's AP Chair, was helpful and resourceful, guiding me through the paperwork involved in this process. Along this journey, he became a good friend. Dave Messer, MMR®, AP Division Coordinator, worked alongside Earl. He was instrumental in keeping me on the straight and narrow path to my achievement. I owe my thanks to both gentlemen for help and support.

I would also like to thank the board members of the Philadelphia Division. Each and every one of them helped me in attaining my goal. They calmed me when I was nervous. They quieted my fears. It has been my pleasure to get to know each one of them. I hope to experience many more years enjoying their company through this hobby.

I also need to thank my family. As it turns out, it wasn't such a bad thing that my boys had a different hobby than me. My three sons have blessed me with three wonderful daughters-in-law and seven grandchildren. They are the center of my universe.

My wife, Kathi, has given me all her help, encouragement, and time. She has been known to tell friends this hobby has saved our marriage 50 times over. I have a feeling she has enjoyed some of her time alone while I was toiling in the

Certificates Earned Joe Walters, MMR® 644

Model Railroad Engineer - Civil
Model Railroad Engineer –
Electrical
Master Builder – Cars
Master Builder – Motive Power
Master Builder – Scenery
Chief Dispatcher
Master Builder – Structures

basement. Even with that being true, I have loved her every day for the past 45 years.

I have learned many things through this process. I now know I need to slow down when doing something to receive a quality finish. I have learned the saying, which I often shared with my boys growing up, "If at first, you don't succeed,

try again," does have merit. There were times through the process when I did fail. I learned to pick myself up and start again. I have also learned volunteerism in my hobby is a useful and rewarding experience.

I have met so many wonderful people and have found I am learning new techniques and ideas each time I am with

them, but most importantly, I'm making new friends. Most importantly, this process has taught me I can accomplish whatever I chose to do in this life. I admit I have a terribly hard head. Those who know me best will attest to that. This time, my hard head has finally become somewhat of an attribute rather than a curse.

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT FEBRUARY 2020 GOLDEN SPIKE

North Central Region

Walter Plentis, White Lake Twp., Michigan

MASTER BUILDER - CARS

Mid-Central Region

Robert Kuchler, Louisville, Kentucky

Southeastern Region

William Raymond, Hendersonville, North Carolina

MASTER BUILDER - STRUCTURES

North Central Region

James Marquardt, Fort Wayne, Indiana

MASTER BUILDER - SCENERY

Mid-Central Region

Gerry Albers, Cincinnati, Ohio
Larry Caniff, Steubenville, Ohio

Mid-Eastern Region

George Gaige, Palmyra, Virginia

Thousand Lakes Region

John Niemeyer, Bloomington, Minnesota

MODEL RAILROAD ENGINEER - CIVIL

Mid-Central Region

Joe Fields, Louisville, Kentucky

Mid-West Region

Danny Hinel, Westfield, Indiana

North Central Region

James Marquardt, Fort Wayne, Indiana

Drew James, Clay, New York

MODEL RAILROAD ENGINEER - ELECTRICAL

Mid-Central Region

Gerry Albers, Cincinnati, Ohio

Mid-Eastern Region

Paul More, Glassboro, New Jersey
Robert Morningstar, Greencastle, Pennsylvania

CHIEF DISPATCHER

Mid-Central Region

Gerry Albers, Cincinnati, Ohio

Mid-Eastern Region

Charles Rausch, Chapel Hill, North Carolina

Mid-West Region

Steve Miazga, Waukesha, Wisconsin

Pacific Northwest Region

Robert Martin, Olympia, Washington

ASSOCIATION OFFICIAL

Mid-Central Region

Robert Belt, Lexington, Kentucky

North Central Region

Jay Qualman, Milford, Michigan

Pacific Coast Region

Frank Markovich, Belmont, California

Rocky Mountain Region

Blaine Holbrook, Centerville, Utah

Southeastern Region

Roy Masterson, Chattanooga, Tennessee

ASSOCIATION VOLUNTEER

Mid-West Region

Steve Miazga, Waukesha, Wisconsin

North Central Region

Kent Aughe, Royal Oak, Michigan

Rocky Mountain Region

Blaine Holbrook, Centerville, Utah

Southeastern Region

Dale Bryant, Hixson, Tennessee
Ray Masterson, Chattanooga, Tennessee
Mark McAllister, Chattanooga, Tennessee
William Orman, Soddy Daisy, Tennessee
Edward Tougaw, Ringgold, Georgia

MODEL RAILROAD AUTHOR

Mid-West Region

Steve Miazga, Waukesha, Wisconsin

Niagara Frontier Region

Graham Macdonald, Baden, ON, Canada

North Central Region

Jim Macino, Columbia City, Indiana
Jay Qualman, Milford, Michigan
Andy Reynolds, Brewster, Massachusetts

MASTER MODEL RAILROADER®

Graham Macdonald, MMR #651, Baden, ON, Canada
William Raymond, MMR #652, Hendersonville, North Carolina



PETER BANKS EARNS MMR® #628

I come from a family with a history in railroading, starting with great-grandfather Daniel McCarthy. He was a conductor on a train out of Albany, New York (New York Central). I'm not sure which one. My grandfather gave me his watch and other memorabilia when he decided I was old enough.

One of Daniel McCarthy's sons, my great-uncle Daniel McCarthy, developed the unique talent of writing with both hands simultaneously. As a young boy, he took a short cut under a train and lost part of both legs. He was hired as a dispatcher later in life and retired after a long career from the New York Central System. My grandfather, Gerald McCarthy, worked as a machinist for American Locomotive. After Alco's conversion to diesel, he was laid off and became a Court of Appeals' guard.

As a result of this history, one can easily understand my love for the New York Central system. In 1967, I joined the Air Force as a Nuclear Weapons Specialist. I moved to Panama City, Florida, and adopted the Atlanta & Saint Andrews Railroad as my home railroad; however, I model both railroads.

My earliest memories are from around 1951–52, at my grandparents' home. They had a very traditional Christmas celebration. The tree had a village and a train under it. I believe that is when I became fascinated with railroading in all aspects. Back then, grandfather had an Ives

passenger set and the Lionel Bungalows and Villa. My mother gave me those antiques; it brings back fond memories whenever I touch them.

I believe I received my first train set at Christmas 1954. I have a photograph of my brother and me with it. That train set started

a lifelong hobby/fascination with railroading. As a result, I've been making and kitbashing models (I have had a bunch of good and bad ones) over the past 60-plus years. I'm proud of the level of craftsmanship I've attained, but I still want to learn new techniques and help other modelers. I've always wanted to help increase participation in this hobby.

Our club has been in existence since the 1980s. Back then, we began as a portable, modular organization, setting up in churches, the mall train shows, auditoriums, and the like for Christmas, Thanksgiving, Valentine's Day, and so on. It took a while for us to get a permanent location. Unfortunately, Hurricane Michael has put a crimp in that.

During our extensive travels, we had many rewarding experiences. For instance, there was a small boy, maybe three or four years old, who refused to leave, grabbing onto a leg of the table and having to be pried off it. When you're set up in a public setting, you meet people from all walks of life, as well as all ages and experiences. One of our members, while speaking to a man holding his young daughter, was amazed when she reached down and pulled a car out of a passing train. The train was slowing, so it reconnected without derailing. Al told the man, "she wanted that car, and she should keep it." Later, he told me what she did was a near-impossible feat.

As we progressed as a modular club, we made several innovative changes that we have shared with other modular

set up and take down with a four-man (minimum) crew possible. We had a special trailer built, a two-wheel cart, and a connecting system that allowed us to set up a 36x12-foot layout and have it running in 1½ hours with a teardown and loaded time of 45 minutes.

I started with a tinplate set in the early 1950s and advanced into HO in the late 1950s. I started to collect some O gauge in the mid-1970s and started 2-rail O-scale modeling and collecting somewhere in the mid-1980s. I still have many of my early collections; some are worse for wear. I've made a mixture of HO and 2-rail O-scale models to become a Master Model Railroader®.

This last year has been very demanding, what with me fighting Stage 4 Lymphoma and Hurricane Michael nearly destroying our home. My wife of 49 years, son and daughter, four grandchildren, and two great-grandchildren have been my pride and joy. I've been busy with our 100-acre farm, our home in Lynn Haven, Florida, and the various hobbies and activities that would seem to be enough for anyone. Along with family and home, we've dealt with the recovery from both.

I had the opportunity to sit down with Peter Youngblood, MMR® at the 2018 SER Convention and discuss the responsibilities of becoming a MMR®. I told him I believe I will keep improving my craft, but I really want to enlarge the membership and participation in our hobby. I hope to be a mentor to anyone wanting to enjoy our pastime. I love to see children's eyes light up when they see a train. I hope to be a positive influence in the future. I enjoy the responsibilities of being an NMRA judge; it shows me new ideas, materials, and techniques I can use in the future for my modeling or pass along to others.

Certificates Earned Peter Banks, MMR® 628

Model Railroad Engineer - Civil
Model Railroad Engineer – Electrical
Master Builder – Cars
Master Builder – Motive Power
Master Builder – Scenery
Master Builder – Structures
Association Volunteer

ERIC BELSHAW EARNS MMR® #624

“We’re Getting There” used to be the slogan for British Rail (BR) when I joined in 1972; therefore, I had been a railway mechanical engineer for 46 years when I retired in 2018. I am married with three children, all of whom have grown up with my railroading hobby.

When I joined BR, I moved to Derby and British Rail Research, the then worldwide center of excellence for railway development.

I joined the NMRA in 1993 at the end of a spell with the Royal Naval Reserve. A friend and a “one-time” MMR®, Tony Martin, persuaded me to start on the Achievement Program in 1998.

I had volunteered at several model railroad public events, and I had more to come. Tony introduced me to railroad operation. Using his railroad and the operating sessions at the public exhibitions, I gathered enough hours as an engineer, conductor, and dispatcher to apply for Chief Dispatcher in 2001 — my first Achievement Program Certificate. Association Volunteer and Electrical Engineer quickly followed in the same year.

Having never made any detailed rolling stock before, my next choices of Cars and Motive Power presented huge problems of skill and experience, of which I had neither. The next few years were spent gaining the experience to produce acceptable models to fulfill the requirements in the Achievement Program regulations. I had immediate success with an 0-6-0 saddle tank locomotive for the North Eastern Railway (circa 1890), but my next attempts failed to reach the standards required. This pattern was to be repeated throughout the certificates I earned.

I forged on, trying other things to get the Merit Awards I needed, and they came eventually. A total of six freight and passenger cars and two more locomotives followed. The last locomotive Merit Award came in October 2018 for scratchbuilding a North Eastern Region Class D in OO scale.

Between the bouts of rolling stock building, I constructed four modules in HO scale to be used at my local club —



Black Diamonds in the East Midlands — and for public exhibitions. These items, plus some corner units I had made, produced the fundamentals for my application for the Scenery Certificate. Having used proprietary turnouts and flexitrack for my railroad building up to that point, I undertook to build my first-ever, hand-built trackwork. The first Merit Award was for a No. 5 turnout, followed by a gauntlet bridge and a four-diamond junction: two straight and two curved. These were all in HO scale to support my module work.

So What Have I learned?

- Keep it simple.
- Don't be put off by failure; find out what is wrong and correct it.
- Don't expect others to see what you see. They haven't built the model.
- Paperwork is important, but keep your descriptions to bullet points and lists of parts used or made.

- Brevity helps judges, but ensure you have all the relevant facts listed.

- Don't compare; it's your efforts that count.

When I look back over the 20 years it has taken me to get to MMR, I can say without reservation, the journey was well worth the effort.

What is There for Me in the Future?

Well, I have a shed (not a dream) and a partly finished railroad; unfortunately, more part than finished, but since I retired in August 2018, I intend to progress on my pike and help the NMRA British Region as its librarian.

Finally, “like the movie stars at the Oscars,” I would like to thank my long-suffering wife Maureen of 48 years, who has had to endure my hobby; Steve Park, who was the AP Chairman for most of my success; Keith Webb, the current AP Chair; Tony Martin, for his mentoring at the beginning; and the “friends” who said, “why are you bothering?!”

Certificates Earned Eric Belshaw, MMR® 624

Model Railroad Engineer - Civil
Model Railroad Engineer – Electrical
Master Builder – Cars
Master Builder – Motive Power
Master Builder – Scenery
Association Volunteer
Chief Dispatcher