

NMRA BULLETIN

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2016 NMRA National Convention Dates and National Train Show Reservations:

2016—Indianapolis, Indiana • July 3–10 • www.nmra2016.org

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

423-892-2846 • ntsreg@nmra.org

• 2017—Orlando, FL • 2018—Kansas City, MO • 2019—Salt Lake City, UT

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

NOVEMBER 2015

GOLDEN SPIKE

European Region

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Mid-Continent Region

Bill Butts, Wellington, Kansas

Mid-Central Region

Donald Bonk, Louisville, Ohio

Richard Collingwood, Milan, Ohio

Michael Desch, Englewood, Ohio

Merlyn Jarman, Lawrenceburg, Indiana

Ray Lora, Salem, Ohio

Ronald Sturgis, Middletown, Ohio

Northeastern Region

Andy Rubbo, Metuchen, New Jersey

Southeastern Region

John Watson, Red Bank, Tennessee

MASTER BUILDER — STRUCTURES

Rocky Mountain Region

John Volp, Littleton, Colorado

MASTER BUILDER — SCENERY

Mid-Central Region

Merlyn Jarman, Lawrenceburg, Indiana

MODEL RAILROAD ENGINEER — CIVIL

North Central Region

Radford Jones, Oakland, Michigan

Niagara Frontier Region

Albert Melanson, Sudbury, Ontario

Pacific Coast Region

Thomas Blinn, Livermore, California

MODEL RAILROAD ENGINEER —

ELECTRICAL

Pacific Coast region

Thomas Blinn, Livermore, California

CHIEF DISPATCHER

Mid-Continent Region

Ken Jenkins, Basehor, Kansas

Northeastern Region

Howard Dwyer, Farmingville, New York

John Feraca, Shirley, New York

Michael Ryan, Centereach, New York

Southeastern Region

Tom Brennon, Fayetteville, Georgia

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Brian Osberg, Coventry, Rhode Island

Sue Osberg, Coventry, Rhode Island

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Richard Brennan, San Leandro, California

Pacific Southwest Region

Frank Baker, Scottsdale, Arizona

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Pacific Southwest Region

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Rocky Mountain Region

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Tom Brennon, Fayetteville, Georgia

MMR 571

Did you know?

Now online at www.nmra.org

The first three EduTRAIN® clinic presentations have been posted to the members' section on our website. To download these presentations, log in to the NMRA website as a member, click on "EDUCATION" at the top of the screen. Click on "EduTRAIN" on the drop-down menu, and then "EduTRAIN Clinics" in the blue box on the right side of the screen. The clinics include **scenery strategy, modeling slate roofs, and signals.**

EduTRAIN® clinic presentations are now online!



Did you know?

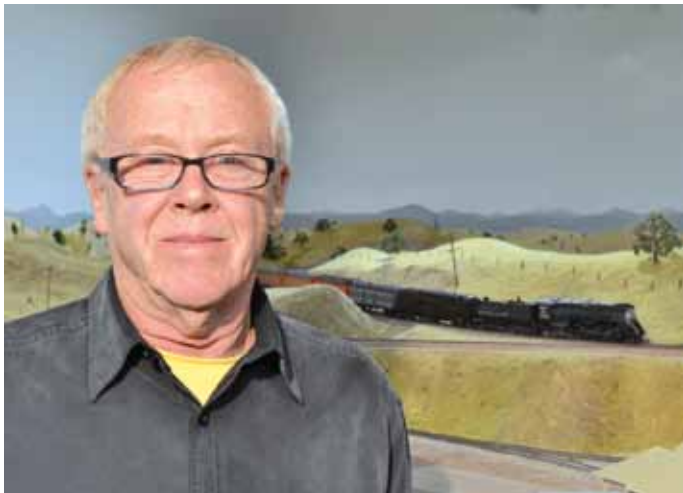
The NMRA Has a Twitter Feed!

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PAUL CHANDLER EARNS MMR #570

When I was a little kid, I rode trains a lot. Even on the West Coast where train travel paled by comparison to what it was (and is) in the Midwest and on the East Coast.

I went to look at trains a lot. It took very little pestering to get my father to grab the car keys, and we were out the door to find trains. By the time I was 12 or 13, my buddies and I were off on our bicycles almost daily down to the Southern Pacific station to look for trains. We hung out there for hours, occasionally darting out to the track to look for a headlight. We were always disappointed to see a cloud of smoke above the headlight; we wanted to see some of those new diesels.

I drew trains a lot. Whole trains or just rolling stock and locomotives. All through junior high school, the teacher thought I was taking notes in my notebook, but I was designing elaborate steam locomotives with all the modern feedwater heaters, superheaters, air compressors, oil heaters, booster trucks, and so forth. Maybe she knew and had already given up.

I played with trains a lot. The Lionel that years before had appeared around the Christmas tree eventually made its way down to the basement and onto a sheet of plywood. My buddies and I painted gray roads and green lawns, sprinkled green-dyed sawdust into the wet paint, and then watched little milk cans vibrate into and out of white milk cars.

Trains were a way of life in those days. Everyone knew trains, and some of us were just crazy about them.

Then, my mother bought me a *Model Railroader* as a treat for being sick. Didn't you love it when being sick got you treats? Anyway, my whole world changed — scale model railroading. I packed up all the Lionel

stuff right down to the spare bags of rail-jointer pins and hauled it down to the local toy store and traded all of it straight across for an HO train set. It was complete with one F7A, three freight cars, a caboose, and an oval of track about 3 feet by 4 feet. Oh yes, it had a little power pack too.

I expanded that train set quickly, spending nearly every cent from my paper route at the aforementioned hobby/toy store. Within a few years, gasoline got me. It was go-karts and cars that stole my imagination. And did I mention girls? Before long, I was off to college, got married, had kids, and a career. I literally took a hiatus from model railroading for almost 30 years. I think I always knew I would return to the hobby someday, I just didn't know when.

Somewhere in the late 1980s, I picked up (yet another) *Model Railroader* and all that latent love of the hobby came flooding back. I was in a very different place at that time compared to where I was when all those earthly delights snatched me away from the hobby years ago. I was an Architect - General Contractor building custom homes. My business was running full bore with a very talented staff doing most of the heavy lifting. I had a little extra time and a lot of desire to return to the hobby. And I had the means to be able to do it right.

I joined the NMRA in 1994 at the Portland National Convention and have been a member ever since. I was well aware of the Achievement Program and the concept of Master Model Railroader well before that, perhaps dating back to those pre-teen years.

Fast-forward to 2010 or so. At that point, I was 12 years into my third layout since rejoining the hobby (a couple of those 1990s layouts didn't last too long). Construction and track-laying were substantially complete, and even some scenery was starting to appear in little vignettes here and there. Eight to ten local model railroaders (including three professional railroaders) and myself had been operating the layout prototypically for at least six years prior on a somewhat regular basis.

It dawned on me that when any layout owner/builder/operator gets that far along on a layout — particularly an operating

Certificates of Achievement just lying on the table ready to be picked up. So, I wrote up the required documentation, arranged for some “models in place” layout judging, earned the appropriate Merit Awards, and jump-started the Master Model Railroader process.

I have been active in our NMRA Division and Region events (and a couple of National Conventions) as a volunteer, had written a few articles for the popular press, and had given a dozen or so clinics at NMRA and Historical Society meets. Those activities netted a couple more Certificates.

The last piece of the puzzle was the scratchbuilt locomotive that garnered first place — “Scratchbuilt Diesel or Other” at last year's National Convention in Portland, and the rest is history, as they say.

Thanks to the Arizona Division of the Pacific Southwest Region for inviting me back from time to time to give clinics, and to Don Stewart, Region Achievement Program Chair for his support, and to my operators who showed up regularly (and still do) and on time to run the railroad.

AP Certificates Paul Chandler

Master Builder – Motive Power
Master Builder – Structures
Association Volunteer
Model Railroad Engineer – Electrical
Model Railroad Engineer – Civil
Model Railroad – Author
Chief Dispatcher

MINTON DINGS EARNS MMR #572

Growing up in New England, I became a modeler of ships until age 16. There had always been an interest in trains created by the Claremont & Concord (New Hampshire) Railroad whose 44-ton locomotives switched cars at a foundry across the street from our home. But a small house with no basement deterred thoughts of a model railroad. During my sophomore year of high school, an older neighbor — probably all of the grand old age of 30 — showed me his apartment-sized O-scale layout, shared his enthusiasm for trains, and encouraged me to start modeling in HO. I had discovered that model railroading not only offered the opportunity to build models, but model trains were dynamic in that they ran on track from one place to another, even if only a short distance around an oval track. But where could I build this model railroad?

About the same time, I discovered *Model Railroader* at a local magazine shop.

That magazine fueled my interest and gave me some ideas for building a small layout. I built my first pike on a folding shelf that lowered over the bed in my room. Every piece of scenery had to be glued in place, and I had to remove the locomotive and cars at bedtime before folding up the layout against the wall.

Although I did not have local hobby shops, the toy store up the street offered inexpensive, mostly Santa Fe locomotives and cars. Therefore, the first railroad in my bedroom was Santa Fe modeled in no particular place or time. It was certain that my ship-building days were over.

The next phase of my journey was spent in the military, which made modeling impractical but offered opportunities to ride trains across the country and observe the Alaska Railroad up close. During college and graduate school, I mostly spent the little time and funds available modeling a few passenger and freight cars and buildings, but there was little time and no room for a layout.

I built my second layout in half a single-stall garage. The third layout was a 5x9-foot repurposed Ping-Pong tabletop built in a very old, damp, and rustic basement. By that time, I lived in Illinois and began modeling the Illinois Central, whose Chicago–New Orleans main line ran behind my home. The fourth layout occupied a small bedroom. These layouts were built, torn down, and moved in rapid succession as my employer reassigned me to new positions. The fifth layout filled 720 square feet in our basement built with help from members of the Taylorville (Illinois) Model Railroad Club. It had to be moved when it was about 50 percent complete.

The sixth and seventh layout attempts featured the freelanced Green River Branch of the Illinois Central Railroad with an interchange with the Gulf, Mobile & Ohio in west

central Kentucky. In 2008, I retired following the passing of my first wife, Joyce. When I remarried, Karen and I found another home that met my specific requirement for a basement with space for a modest-sized railroad to begin life anew and build the Green River Branch again.

This eighth and present rendition of the Green River Branch resides in a 13x26-foot area of the basement on three levels representing part of the Fulton–Louisville, Kentucky, main line and a freelanced branch into the hills along the Green River in west central Kentucky in 1957. Benchwork, track, and NCE DCC system are complete, and the scenery is about 70 percent finished. Of course, there will always be more detailing that can be done. An operating session can involve up to five operators/engineers and a dispatcher, and I serve as the superintendent.

I became aware of the NMRA and joined sometime in the late 1970s. Upon receiving the published membership list, I discovered that there were no members in my immediate area. In the 1980s, I dropped out of the NMRA due to financial difficulties but continued modeling on a limited scale.

Being impressed with the goals and work of the NMRA in setting standards and support of the hobby, I decided to become a member again in 2002. Membership lists were no longer available, and living outside an active Division, I did not know of other members or an active Division in my area. Most of those years I was what would be considered a “lone wolf” modeler. My knowledge of model railroading came from reading *Model Railroader*, *Railroad Model Craftsman*, *Mainline Modeler*, and a large library of how-to books from Kalmbach and Carstens. Trial and error developed my skills.

In 2004, I met Marion Brasher and discovered his Valley Roundhouse hobby shop in Spring Valley, Illinois. Marion, then Superintendent, introduced me to the Illinois Valley Division (IVD). For two years, I participated as an NMRA member and guest. In 2006, the Illinois Valley Division absorbed the inactive Capital Division (Springfield, Illinois, area), and I was then included in the IVD.

My membership in the IVD opened my

perspective to the wide diversity of other modelers, modeling interests, and layouts in our area. Most important has been the association with other modelers, as well as the sharing of modeling knowledge and skills with other members through clinics and layout tours. These friendships have led to the growth of my modeling skills through helping others build layouts, operating on other model railroads, and discovering different operating plans.

My participation in the Illinois Valley Division has enabled me to serve as the Division’s Assistant Superintendent and editor of the Division’s newsletter, *The Timetable*. In 2014, I was elected to the Midwest Region Board of Directors as a Director-at-Large.

The first showing of the Green River Branch was during a layout tour following a nearby Division meeting. Marion Brasher, then and now, the Illinois Valley Division Achievement Program chair, encouraged me to participate in the Achievement Program, stating that much of the requirements of the program were evidenced in my layout. With encouragement from Marion and my wife, Karen, and nearby modeler, Jim Tatum, I began to record, photograph, and gather information to fulfill requirements for the AP categories.

Many categories needed some work and, of course, the paperwork was required for documentation. Throughout the process, Paul Mangan, Midwest Region President, with whom I exchange newsletter editions, has encouraged me as I have worked toward and have been awarded each Certificate.

My experience in the NMRA has broadened my range of experience and expertise over the last 14 years. For that, I am very appreciative.

For those who feel that completing the requirements to become a Master Model Railroader is a daunting task, I encourage them to look around at what they have already accomplished in their modeling and layout. The task may not be as overwhelming as first thought.

AP Certificates Minton Dings

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

