



NMRA BULLETIN

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HEADQUARTERS

WHO DO I CONTACT...?

Members needing to make address changes, request back issues, or replacement issues of *SCALE RAILS* should contact the staff at the national headquarters office in Chattanooga, Tennessee, at (423) 892-2846 or by email at nmrahq@aol.com.

MEMBERSHIP SERVICES

IT'S TIME TO DUST OFF THE PASS EXCHANGE PROGRAM

By Brad Morneau, Program Coordinator

Among the many member programs the NMRA had instituted over the years, the Pass program was, at one time, one of the more popular. Those of you with a little “snow on the roof” probably know what Rail Passes are, but for those who don't: Rail Passes were cards issued to employees and customers of the railroads that allowed for free travel and/or access to railroad property. It entitled the bearer to ride trains, often with limitations stated on the back of the pass itself. And because we modelers tend to emulate “all things railroad,” we, too, developed our own Passes, lettered for our miniature transportation systems, and began exchanging them with other modelers.

In its day the NMRA Bulletin facilitated the exchange of passes between members by publishing a “Pass of the Month,” along with names and addresses of members wishing to exchange passes. It wasn't unusual for modelers to have large collections of passes from model pikes all over the world. Originally modelers exchanged passes by standard mail, but in later years passes were emailed as bitmaps or other graphic files. Passes are even judged and given awards at the National convention.

rev 8-07

All notices of changes or corrections to this page must be directed to the NMRA Secretary

2008 NMRA National Convention Dates and National Train Show Reservations:

Anaheim, CA • July 13 – 19, 2008 • Info: • <http://http://as2008.org/>

Trade Show Booth Reservations—Debbie Draper, Registrar • 10837 N. 34th Place, Phoenix, AZ 85028-3310 • (602) 569-9072 • nattrainshow@aol.com
2009—Hartford, CT • 2010—Milwaukee, WI • 2011—Sacramento, CA • 2012—Grand Rapids, MI

Why all the history? The NMRA would like to rekindle interest in the Pass program, and we're looking for your help. I would like to hear from members about the program — let me know if you'd be interested in participating. Also, tell me what you liked about the old program (if you're familiar with it) and what would you like to see changed.

Please email me at bmorneau@ks.rr.com.

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement

JUNE 2007

GOLDEN SPIKE

British Region

Mike Arnold, Hockley, Essex, England
Mike Bolton, Sale, Cheshire, England
Nigel Bowyer, Solihull, West Midlands, England
Brian Champion, Crawley, West Sussex, England
Martin Chiverton, Ipswich, Suffolk, England
Paul Evans, Colchester, Surry, England
Patrick Grace, Colchester, Essex, England
David Hewitt, Keighley, West Yorkshire, England
Ian Lampkin, Redhill, Surry, England
Chris Marrable, Stevenage, Hertfordshire, England
Dan Spalding, Faversham, Kent, England

Mid-Continent Region

Robert Perkins, Cedar Rapids, Iowa

Mid Eastern Region

Stephen Fisher, Kennedyville, Maryland
John Siegle, Lynchburg, Virginia

MASTER BUILDER – CARS

Mid-Continent Region

Charles Heying, Overland Park, Kansas

MASTER BUILDER – STRUCTURES

Sunshine Region

Dennis Little, Ft. Myers, Florida

MODEL RAILROAD ENGINEER – ELECTRICAL

Mid-Continent Region

Tony Bowen, Coggan, Iowa

Mid Eastern Region

Chuck Davis, Norfolk, Virginia

CHIEF DISPATCHER

Lone Star Region

Tom Crosthwait, San Antonio, Texas

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Graham Charman, Crawley, West Sussex, England
Chris James, Epsom, Surry, England
Derek Milby, Ulverston, Cumbria, England
John Pitty, Horsham, West Sussex, England
Brian Woolven, Guildford, Surry, England

Lone Star Region

Kelly Russell, Houston, Texas

MODEL RAILROAD AUTHOR

British Region

Mike Arnold, Hockley, Essex, England

Mid-Continent Region

Gary Hemmingway, Topeka, Kansas



GARY METCALF EARNS MMR #392

I became interested in model railroading by the time I was two. I would sit and watch my dad's trains run around his layout. I got my first Lionel O27 train when I was four. I ran my trains while my Dad and brother would run their HO trains. I soon started noticing that HO trains looked more realistic than my Lionel. Then, at age eight, I got my first HO train for Christmas — a Revel UP F7A and six Revel cars.

In 1961, we moved to Harlan and did not have a basement in our three-bedroom house. None of us wanted to be without a layout, so my dad came up with a great solution. For the next four years, I enjoyed

watching my trains run around a circle on a 4x6-foot table that would fold up into the wall when not in use.

In 1965, when I was fourteen, we moved to Bardstown and had plenty of room for a bigger layout. Dad and I built a double mainline folded dog bone in a 12x13-foot room. This layout was only partly finished. The trackwork was done, and one end had the mountains finished, but the other end where the town was supposed to go never made it. Like most teenagers, my interest in trains became sporadic at best.

Through the years after that, I built or started building several layouts, all on 4x8-foot sheets of plywood. Living in towns where there weren't any hobby shops or any other railroad modelers that I could find, my skills and layouts never progressed.

In 1981, I was visiting my mom and dad here in Louisville at Christmas. I stopped by the Oxmore Center, and saw the 0-6-0 for the first time. John Manning was running a coal train with 90-plus cars that really impressed me. That's when I lost my hook horn couplers and began using Kadee couplers. I was able to enjoy my trains in a whole new light. I could actually switch and back up a train with more than one car on it.

In 1988, I moved back to Louisville, and in 1989 joined the NMRA. Soon after, Jerry Ashley started a modular club and I joined in on the ground floor as one of the original members. I now run trains up to 80 cars in length, and switch with 50 cars. I'm starting a new layout in a room over my garage. You can see it soon online at <http://www.metcalf-web.net/metcalf.html> page 2. I have also served four terms as Superintendent of the K&IMRRC.

Not until a few years ago did I get involved with the NMRA's AP program. I have to give thanks to Jerry Ashley and Ivan Baugh for being persistent about at least trying. On their first visit to my layout, I ended up with four AP awards. After that, it was obvious that I had to go for the next three. I give credit for most of my ability to just plain experience over the past 52 years. My experience came in following my dad's foot steps and his insistence of "pay attention to details" speeches.

Gary has earned certificates for Master Builder–Cars, Master Builder–Structures, Master Builder–Scenery, Master Builder–Prototype, Model Railroad Engineer–Civil, Model Railroad Engineer–Electrical, and Association Volunteer.



PETER R. MAGOUN EARNS MMR # 396

December 1956. Christmas was coming, and every kid in the neighborhood was going to get an electric train from Santa — except for my brother and me. Trains were expensive, and even at the age of eight, I knew that money was tight. So, off we went to visit my grandparents in New Hampshire for a wonderful family celebration, but no train set. It was a great day to be sure, but still a letdown for me. We arrived home well after dark on a long, tiring day, and my folks turned on the lights in the living room. There, under the Christmas tree, was the signature stack of orange and blue Lionel boxes full of unimaginable wonders. Santa had found us, and we were in Heaven. I cherish that memory to this day.

The loop of track on the rug turned into a large (to me, anyway!) basement layout, complete with buildings made from cigar boxes, ballast from coffee grounds, and a set of operating rules and speed restrictions designed to keep the trains from taking the long dive to the floor. We were the envy of the other kids until school, homework, Scouts, jobs, girls — and in my case — airplanes, intervened. The fires were banked and the locomotives simmered in silence, awaiting the occasional call to service when I was home from college or on leave from the Navy.

While in the Navy's flight school in 1970, I wandered into a local hobby shop to nose around for something to do during breaks in the training cycle. The store had an N scale set on the shelf; I purchased it. It wasn't much, but it was small and portable, which in the Navy is essential, and it set me on the rails again.

The Boston & Maine, which ran through my hometown, was an instant hit with me, and I began a frustrating search for

N scale B&M equipment. I soon realized that unless I was willing to letter Santa Fe engines for B&M service, I would have to scratchbuild or come up with a free-lanced empire based on the B&M. I opted for free-lancing, but with a B&M flavor. I joined the NMRA and the B&M Railroad Historical Society in 1973.

I started a layout in 1971 while in an apartment in California, moved it to Hawaii, then Texas, and when I left the Navy, to graduate school in Pennsylvania. Degree in hand, I headed back to New England, and a house with a basement I could share with a growing family. I immediately switched to HO because it opened up more options, ran well, and wouldn't require as much scratchbuilding.

When my sons were Cub Scouts, I dusted off my Scouting skills and became an adult leader. This led to several years as a Railroading Merit Badge counselor and ultimately to the NMRA Association Volunteer certificate. I began thinking seriously about the Achievement Program. I attended Region conventions, found people and a variety of fascinating clinics I liked, attended a National Convention, became a Life Member, and realized that I might be able to "compete" in NMRA contests. A scratchbuilt boxcar earned a Merit Award, and I was on the AP mainline.

Along the way, I rekindled an interest in the Maine two-footers. As a founding member of the Great Lakes HOn30 Module Group, I have enjoyed trekking modules around the country to various narrow gauge gatherings. HOn30 plunged me into scratchbuilding in earnest and led to a number of new skills, as well as NMRA certificates. The research involved in modeling HO (c. 1954) and HOn30 (c. 1912) is a hobby in itself!

Over the years, I have learned about modeling, made good friends, and realized that those contests have pitted me not against others, but rather against myself. Each entry has improved my skills and has helped me understand how much I have yet to learn. I've also discovered that scratchbuilding is both satisfying and a lot of fun, and I am doing more of it now than ever. I've found that model railroaders are a wonderful group of sharing, caring people. I purchased a local hobby shop in 1998; it has taught me even more about the hobby. It's a real pleasure to watch families enter the hobby tentatively, find that they enjoy it, and then immerse themselves in it.

So, Mom and Dad, thanks for setting me on the rails. Anne, thanks for encouraging my journey and introducing me early-on to good friend and long-time mentor P. E. DeChene. And to the legions of those who have helped, taught, criticized, nudged, judged, and inspired me, thank you, one and all.

Pete has earned certificates for Master Builder—Cars, Master Builder—Scenery, Master Builder—Prototype Models, Model Railroad Engineer—Civil, Model Railroad Engineer—Electrical, Association Volunteer, and Model Railroad Author.