

NMRA BULLETIN

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NOTICE OF 2012 ELECTIONS

The following NMRA Officers and Board of Directors positions are open for election in 2012:

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

Please check Article III, paragraph 12, of the NMRA Executive Handbook, EHB, located at http://www.nmra.org/national/organization/nmra_organization.html for the extent of the districts affected. Qualifications for candidates are listed in the EHB.

All submissions of candidates' names for consideration by the Nominations Committee shall be submitted to Didrik Voss, Chairman of the Nominations Committee, davoss@pvmtengr.com, no later than June 15, 2011.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the Nominations Committee. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the Secretary NMRA no later than July 31, 2011.

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

**MARCH 2011
GOLDEN SPIKE**

Mid-Continent Region
Theodore Smith, Iowa City, Iowa

Mid-Eastern Region
Michael Shockey, Hagerstown, Maryland

Midwest Region
Jim Allen, Lake Villa, Illinois
Robert Landwehr, Arlington Heights, Illinois
Michael Paulina, Lake Forest, Illinois

Northeastern Region
Bruce Robinson, Sandown, New Hampshire

Southeastern Region
Michael Fleming, Bartlett, Tennessee

**MASTER BUILDER — MOTIVE POWER
Mid-Continent Region**
Allen Merta, Cedar Rapids, Iowa

**MASTER BUILDER — CARS
Mid-Continent Region**
Nelson Moyer, Iowa City, Iowa

**MASTER BUILDER — STRUCTURES
Lone Star Region**
Michael Jobe, Royse City, Texas

Mid-Eastern Region
Jack Ward, Waynesboro, Virginia

Southeastern Region

Alan Mole, Duluth, Georgia
Bill Zawacki, Woodstock, Georgia

**MASTER BUILDER — SCENERY
Mid-Continent Region**
Robert Simmons, Garden City, Kansas
Theodore Smith, Iowa City, Iowa

Mid-Eastern Region
Charles Hladik, Rustburg, Virginia
Jack Ward, Waynesboro, Virginia

North Central Region
Kenneth Chick, Northville, Michigan
Joel Goldberg, W. Bloomfield, Michigan

Northeastern Region
Cliff Coutinho, New Bedford, Massachusetts

Pacific Northwest Region
Charlie Comstock, Hillsboro, Oregon

Pacific Southwest Region
Gordon Geiger, Tucson, Arizona

Southeastern Region
Bill Zawacki, Woodstock, Georgia

**MODEL RAILROAD ENGINEER - CIVIL
Mid-Continent Region**
Robert Simmons, Garden City, Kansas

North Central Region
Kenneth Chick, Northville, Michigan

Southeastern Region
Bill Zawacki, Woodstock, Georgia

MODEL RAILROAD ENGINEER - ELECTRICAL

Mid-Continent Region
Robert Simmons, Garden City, Kansas

Midwest Region
Steven Johnson, Carmel, Indiana

North Central Region
Kenneth Chick, Northville, Michigan
Glenn Joppich, Livonia, Michigan

Northeastern Region
Bruce Robinson, Sandown, New Hampshire

Southeastern Region
Bill Zawacki, Woodstock, Georgia

**CHIEF DISPATCHER
Mid-Continent Region**
Edward Brennan, Louisville, Kentucky

Midwest Region
Steven Johnson, Carmel, Indiana

North Central Region
Kenneth Chick, Northville, Michigan

**ASSOCIATION OFFICIAL
Mid-Continent Region**
Robert Simmons, Garden City, Kansas

Midwest Region
Robert Sherman, Brookfield, Wisconsin

Pacific Southwest Region
Rick Watson, Tempe, Arizona

**ASSOCIATION VOLUNTEER
Lone Star Region**
Michael Jobe, Royse City, Texas
Jeffery Liedl, Princeton, Texas

Midwest Region
Raymond Meyer II, Port Washington, Wisconsin
Robert Sherman, Brookfield, Wisconsin

Northeastern Region
Joanne Pierce, West Warwick, Rhode Island

Northeastern Region
Michael Tylick, Marshfield, Massachusetts

Southeastern Region
Alan Mole, Duluth, Georgia
Peter Youngblood, MMR, Kennesaw, Georgia

Thousand Lakes Region
Jon Bratt, Bird Island, Minnesota

Terry Davis, Hutchinson, Minnesota
Mike Kaufman, Garretson, South Dakota
Ronald Peterson, Cherokee, Iowa

MODEL RAILROAD AUTHOR
Mid-Continent Region

Ryan Moats, Omaha, Nebraska

Midwest Region

Raymond Meyer II, Port Washington, Wisconsin

Southeastern Region

Jerry Michnewicz, Memphis, Tennessee

ACHIEVEMENT PROGRAM

BOB WUNDROK EARNS MMR #446

I am humbled and honored to be on the same list as many notable model railroaders.

Like many modelers, I seemed to be always interested in trains. I have a photo of my first birthday with me clutching a locomotive pull toy. My older brother had an American Flyer layout and later received an HO set. I was more fascinated with the HO engine because it had couplers on both ends, making switching easier. I eventually inherited both sets.

I was very interested in how railroads operated. As a grade-schooler, I conducted yard switching operations on the living room floor of my parents' home with some non-electric trains I had. Operation is still one of my prime interest areas.

In grade school, three other modelers and I loosely organized a club. Only one of us had an operable layout at the time. I got to see my first model railroad club layout when I was in eighth grade — the Model Railroad Club of Milwaukee and their vintage O-scale layout. To me it was phenomenal.

Like many, my high school years were full of other attractions and model railroading was temporarily shelved.

My resurgence came while in college in 1969 when my fiancée (now my wife of 39 years), bought me a subscription to *Model Railroader*. Along with my college studies, I read and planned for a future basement layout.

Immediately after college, I enlisted in the military and was stationed in the San Diego area. There I joined the La Mesa Model Railroad Club. I was impressed with the quality of modeling, construction, and



operations on their layout. I also joined the NMRA that year (1973).

The following year saw me in the Milwaukee area and in a condo with a basement. I began a very small layout. Because I worked nights, NMRA activities were sporadic.

A change in jobs in 1976 found me in Menomonie, Wisconsin. I now had a large basement in which to build a layout. I also became acquainted with other model railroaders in west central Wisconsin. I participated in and later organized annual mall shows. I also began experimental operations sessions on my layout. During these years I was a member of the NMRA promotions department, distributing promotional paperwork (Bulletins, flyers, and so forth) in that area of the Midwest.

After ten years, I changed jobs again, moving to the Madison, Wisconsin, area. Here, I joined the very active South Central Wisconsin Division (SCWD) of the NMRA. The SCWD has monthly meets as well as sponsoring an annual model railroad show, Rail School and youth group. I have held SCWD positions of newsletter editor, chief clerk, clinics chair, and superintendent.

I also built a 17x25-foot HO scale layout that has been open for national and regional conventions as well as local meets. I currently conduct somewhat regular operations sessions.

I'd like to thank the late SCWD AP chair Hank Brown for encouraging me to begin the requirements for AP certificates. In later years, Hank and I promised each

other that we'd complete our MMR requirements before the 2010 Milwaukee convention. Unfortunately, Hank died in 2008, one certificate short.

I'd also like to thank the NMRA and the SCWD for providing the forum and opportunity to learn and improve my modeling skills as well as meeting other modelers and developing lasting friendships.

Bob has earned the following certificates: Association Volunteer, Author, Scenery, Electrical, Civil Engineer, Chief Dispatcher, and Motive Power.



PETER H. JAYNES EARNS MMR #436

Wayback in 1956, early in my sophomore year at Oberlin College, a copy of *Model Railroader* magazine caught my eye. Thumbing through it, I came across the first of a two-part article on scratchbuilding a wooden, three-stall, 76-foot-long roundhouse in HO scale

designed by Larry Smith. I was intrigued. To me it looked "just right," perhaps even "cute," and it stuck in my mind. At that time I had no knowledge about HO and very limited awareness of model railroading in general. My father had taken me to Boston about once a year to see the open house of a model railroad club near the South Station, probably O scale but perhaps HO. I had a crude Lionel O-27 "layout" on a couple of sheets of plywood in my bedroom until my mother was not amused when I left the transformer on, or at least plugged in, and it scorched the hardwood floor and began to smoke up the house. She also decided that my sister, becoming a teenager, needed a bigger room and that I was moving to the small one; thus my childhood experience with model trains ended. Other attractions of teenage years took over.

Earlier, while I was still in grade school, my father brought home two Lionel locomotives loosely modeled after electric locomotives — perhaps Pennsylvania, perhaps New Haven — three nice passenger cars, several pieces of track, turnouts and their controls, and a transformer about the size of a small car battery. The rolling stock and track were huge and heavy (G scale?), especially in the eyes of one so young. They lumbered down the track, grinding and rumbling away. The major problem with the Lionel set was that they needed a small airplane hanger in which to set them up, something we did not have in our lot, neighborhood, or town. As a result, the train quickly went back into their original cardboard boxes and up into the attic where they stayed until 2008 when they were sold.

During many years after college, among marriages, kids, Masters and PhD degrees (my dissertation studied the mostly favorable impact of the Civil War on the northern railroads), college teaching, several moves, and life in general, I began to build four, I think, rather small layouts, none of which had any future. Along the way I built several wood "craftsman" (Fine Scale Miniatures [when they were still affordable], Alexander, Campbell, Dyna-Model, Ambroid, SilverStreak, Con-Cor) structure and rolling stock kits. These are all on my layout. I learned, years later, that noticing a wooden water tank beside the Chicago, Burlington & Quincy mainline while being driven to the interview and mentioning that I had built an Alexander kit model of it helped me get my first teaching job in Iowa. I began my present layout soon after

we moved into our Cedar Rapids, Iowa, house. I had negotiated as much space in the family room as possible, albeit forgoing the branchline up and across the fireplace mantel, along and through two walls to a loop over the laundry equipment as well as a small waterfront scene in the process. The result is a 12x13 "square" layout, with a scenicked lift out bridge walk-in. Here is where I earned several of the seven certificates needed for designation as a Master Model Railroader.

Upstate New England in the autumn of 1929 to 1930 is the setting of my railroad, a purely fictional Boston & Maine subdivision. I wanted representations of a rural village, suburban town, and a "significant city" on the layout and to be able to see only one of them at a time. I wanted several businesses where small scale switching would be appropriate as well as reasons for their location. Thus, village and town settings and structures occupy much of the layout. The city with its raised terminal abuts the passenger and freight classification yards and the steam locomotive service facility. There are a couple of switching possibilities here outside the yards. Several other operating criteria helped determine the track design.

After designing the track plan to fit in the allotted space and laying the track, I built structures that would fit, provide switching opportunities, and look "good" in the settings available. I have built more than 50 structures on the layout mostly from kits, including a railroad wooden covered bridge and a wooden through truss bridge. I have used plastic and resin for brick, metal, and stone structures. In essentially every case I have tried to add extra detail or kit bash the kit model to make it "mine" and different from anyone else's. Some of these are not earth-shaking innovations, but add to the "realism" I strive for in my modeling. For examples, all the wooden and many of the brick structures have lightning rods, and plumbing vents are added to all roofs. Exterior lights are over most of the appropriate doors. Windows have been added, changed, relocated, and omitted as needed. Facades have been changed, loading docks created, and additions attached. Seven buildings are scratchbuilt. These are not accurate models of prototype structures but ones from my mind that fit the setting, serve the purpose, and add to the overall image. One, heavily modified, began with an image drawn by Pat Harriman and published in *SCALE RAILS*. As in real life

in northern New England, deciduous and evergreen trees abound. My evergreens are mostly from High Pines and Grand Central Gems and the deciduous armatures are primarily from Sweetwater Scenery or sedum branches gathered in the garden.

Until about four, maybe five, years ago I was strictly a "lone wolf," doing everything needed to create and run my layout essentially in isolation. I basically knew no other model railroaders, although I had heard there were some around Cedar Rapids. But then I somehow became aware of a developing organization potentially named the Eastern Iowa Division of the NMRA. How this happened and where that first meeting occurred I do not remember. I think I may have left as Paymaster, or perhaps I became that a short while later. At that time, or soon afterwards, I met Allen Merta (aka Otto von Bismarck), who every now and then would mention something about an AP process, which made no impact on me. At one of the meetings a couple of years later I was surprised to be given a Golden Spike certificate, indicating that a train could make its way around my layout without too many problems. Allen kept telling me that I was piling up points for a "volunteer" certificate just by being Paymaster and continuing to breathe regularly. After a while I was presented with a certificate for doing just that. This did not interest me in the AP process. However, participation in the EID brought me into contact with several other model railroaders and their layouts, which greatly added to my enjoyment of the hobby. Participation in the Hawkeye Model Railroad Club from its beginning has done the same.

A few members of the EID saw my layout at various times and basically said that my scenery looked better than blue foam and plywood and that some of my structures were "pretty good" or "all right." They, especially Allen, suggested that I do the necessary paperwork for both and submit them for merit judging. This I did and was awarded merit for them. With the addition of one more scratchbuilt structure, those certificates were presented at a subsequent EID meeting.

By then I knew about the Achievement Program and decided that, if they fit into the building of my layout, I would see what other certificates might come my way, assuming the paperwork was not too onerous. I really enjoy writing and can make somewhat decent photographs. As a result I had articles based on aspects of building my

layout published in the *Wig-Wag*, *Caboose Kibitzer*, and *SCALE RAILS*. This brought me my author certificate.

By that time several people were encouraging me to get my MMR. But I was not convinced that I was interested or, more importantly, capable.

Even though the Dispatcher certificate is one of the seven that I probably would not have achieved if it were not for the MMR designation, it has proved to be helpful. My railroad is designed to be operated by one person (usually me), although two or, if they are very friendly, three people could operate it at the same time. It also is relatively small and sections of the mainline have to be used more than once in different combinations while on any "run" extending for several simulated miles between the yard and the "distant" work. Having written, somewhat complex, designated north- and south-bound routes for traveling over the railroad while switching the businesses (there are no passing sidings on the layout) is useful in any case. They also determine the routes of the local and through passenger trains. Designing appropriate switch lists (there are 20 "spots" for setting out cars in the town and village) adds to the fun. The compilation of general operating rules and a "timetable" help provide structure. A local

round-robin group and a nearby club provided the setting for putting in the required hours serving as a dispatcher. Operating on a couple of nearby layouts gave me the rest of the hours needed. Certificate number five arrived.

A few decades ago, I built a seven-car closed vestibule "varnish" from Ambroid kits. These plus three or four freight cars (box, reefer, gondolas) also built from wooden kits a long time ago were awarded merit at a judging marathon. I still needed four scratchbuilt cars to complete the Cars certificate. This goaded me into building a SilverStreak kit and one from the Hockomock club in eastern Massachusetts (both of which I had kept for a few decades) as practice for two scratchbuilt wooden truss-rod box cars. I also produced two wooden truss-rod flatcars for use on the railroad. Partly because they were part of the Cars certificate requirements and also because they had to be good enough for use on my layout, I made these carefully. In other words, the AP was getting to me, as it is intended to do. All this brought me that certificate. Six in hand, one to go.

In this day of DCC, the Electrical certificate is a piece of cake, an obvious choice. I had built my layout in the DC era and converting it to DCC was simple. I just put

some Powershields and automatic reversers between the power source and the various "blocks" of track and I was in business in DCC once decoders had been installed on my Diamond Scale turntable and in my locomotives. I used Shinohara power routing turnouts from the beginning so they did not have to be changed. A Digitrax control system completed the transition. The required wiring diagrams helped me remember why and how my layout was wired and the seventh certificate was awarded.

Entering divisional and regional contests with models created in this process has brought a few "Best of Show" and "First Place" plaques.

My Master Model Railroader No. 436 certificate (but not the plaque) was awarded at the 2010 Mid-Continent Region convention in Cedar Rapids in June 2010. While the recognition by my peers (many of whom are better modelers than I am) that I can do some things rather well feels good, the greatest benefit that I have received from being part of the AP process is the self-imposed need to be certain that I try to do my best work in making my models and layout. In some ways, "good enough" has become "not quite good enough." Seeing some of the work done by other nearby modelers and at the Hawkeye Model Railroad Club in Coralville, Iowa, plus some other examples, reminds me that I have a way to go.

I could not have achieved this honor without the constant support of my wife, Jane. She has put up with the layout in a major part of the family room, been a cheerleader, sat for countless hours reading outside of hobby shops, encouraged me to get what I needed for the layout (within some reason), overlooked the expenses, heard about my frustrations, baked cookies for open houses, and appreciated what I was doing and making. In a different role, Allen Merta helped make this all possible by first calling my attention to the AP and then nagging me constantly, but pleasantly, to get it done. Those who judged were crucial.

By the way, more than 50 years after seeing Larry Smith's article, I just finished scratchbuilding my roundhouse based on his plans. 🏠

Peter has earned the following AP certificates: Master Builder – Cars, Master Builder – Scenery, Master Builder – Structures; Model Railroad Author, Chief Dispatcher, Association Volunteer, Model Railroad Engineer – Electrical, and a Golden Spike.

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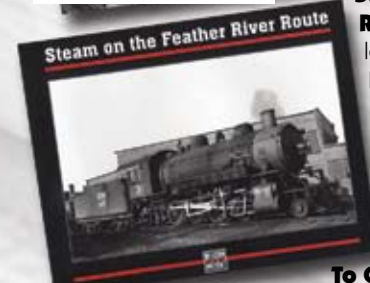
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