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Thousand Lakes Region—Dennis Rietze 39 Shelagh Crescent Winnipeg MB R2G 1Z6 (204) 663-2302 e-mail: tlrprez@nmra.org

2016 NMRA National Convention Dates and National Train Show Reservations:
2016—Indianapolis, Indiana • July 3-10 • www.nmra2015portland.org
Train Show Booth Reservations—Susan Straub, Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • nmrants@yahoo.com

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

ACHIEVEMENT PROGRAM

Midwestern Region

NMRA AP CERTIFICATE REPORT AUGUST 2015 GOLDEN SPIKE

Lone Star Region

Boyd Patterson, Richardson, Texas

Mid-Continent Region

Larry Gulick, Wichita, Kansas Bob Neill, Wichita, Kansas Terry Ross, Wichita, Kansas Carl Savage, Wichita, Kansas

Mid-Eastern Region

Rodney Vance, Farmville, Virginia

MASTER BUILDER — MOTIVE POWER

Pacific Northwest Region Bob Parrish, Boise, Idaho

MASTER BUILDER — CARS

Mid-Continent Region Steve Morrison, Claremore, Oklahoma

Mid-Central Region

Steve Zapytowski, Kent, Ohio

MASTER BUILDER — STRUCTURES

Mid-Eastern Region

Rodney Vance, Farmville, Virginia

Pacific Northwest Region
J.J. Johnston, Bellevue, Washington

MASTER BUILDER — SCENERY

Mid-Central Region

Rick Crumrine, Cincinnati, Ohio

Mid-Eastern Region

Chuck Davis, Norfolk, Virginia Dale Ridgeway, Bishopville, Maryland Rodney Vance, Farmville, Virginia

Pacific Northwest Region
J.J. Johnston, Bellevue, Washington"

Master Builder — Prototype
Models

Southeastern Region Albert Churella, Acworth, Georgia

Model Railroad Engineer — Civil

Mid-Central Region Rick Crumrine, Cincinnati, Ohio

Mid-Eastern Region Rodney Vance, Farmville, Virginia Northeastern Region
James VanBokkelen, Amesbury,

Minton Dings, Havana, Illinois

Massachusetts

Model Railroad Engineer — Electrical

Lone Star Region Roy Stockard, Dallas, Texas

Mid-Central Region
Rick Crumrine, Cincinnati, Ohio

Mid-Eastern Region

Dale Ridgeway, Bishopville, Maryland Rodney Vance, Farmville, Virginia

CHIEF DISPATCHER

Mid-Eastern RegionDale Ridgeway, Bishopville, Maryland

Association Volunteer

Lone Star Region

Jan Katch, Frisco, Texas

Southeastern RegionDavid Rever, Marietta, Georgia

Model Railroad Author

Lone Star Region

Leon Bangma, McKinney, Texas

Southeastern Region

Albert Churella, Acworth, Georgia

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.

2016 ELECTION

The 2016 Slate of Candidates is as follows:

Atlantic District Director

Peter Bowen Kathy Millatt

At Large Worldwide Director

Mike Brestel Bob Ferguson

Western District Director

Steve Barkley Don Fowler Stephen Priest

John Stevens NMRA Secretary

NMRA Magazine December 2015

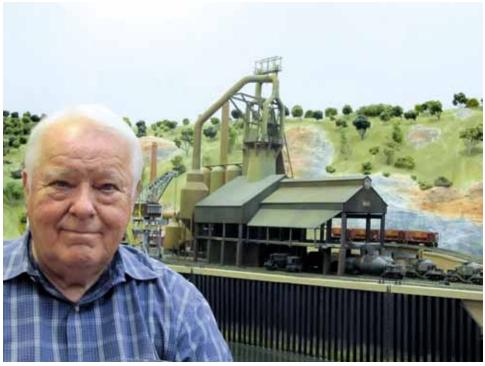
MMR EARNED

GORDON H. GEIGER EARNS MMR #569

ike so many Master Model Railroaders before me, I was lucky enough to have a father who loved trains. When I was three vears old. I received a Lionel Scale New York Central Hudson for Christmas, along with a transformer, several cars, and enough track to make a circle on the living room rug. The following year, along came a Lionel 0-6-0 Pennsylvania switcher with slope-back tender, a Flying Yankee, and more cars and track. A year later, we moved to a house with an attic and serious construction started. The resulting layout is described in an article that my father wrote, edited by Keith Wills and me, in the October 2014 issue of Railroad Model Craftsman, along with photos of that layout. Four years later we moved to another house with a better attic and recreated that layout. However, by now, the HO bug had attacked, and so the Lionel went, and we started construction of an HO layout.

That HO layout lasted until after I went to college. While Dad, who was a gifted artist as well as a metallurgist, did most of the scenery and soldered the wires, I learned to build some buildings and car kits, culminating with the scratch construction of the coaling tower described in *Model Railroader* in 1950 and the diesel shop described in MR steel, which the European and Japanese in 1951. These two buildings, along with some kitbuilt ones, ultimately ended up traveling with me for the next four decades took a back seat, although I did attempt with some being used as part of my MMR Structures offerings (after some repairs and modifications). Some of the 1950s cars are on my present layout, with new couplers and trucks, as well as other details added to satisfy MMR judges! In particular, the shorty Varney Union Pacific streamliners and the extruded aluminum Sampson California Zephyr cars all look much better on 36-inch radius curves than do the modern 85-foot versions.

Following college and graduate school, I worked for the iron ore and steel industry in various positions in research and development, and then returned to academia in professorial positions at three public I traveled to China in 1981 as a delegate research universities, culminating as a department head of Metallurgical Engineering at Arizona. In all those positions, I was busy teaching, writing textbooks, and super- Datung and rode on a brand-new 4-8-4 on vising graduate students, many of whom went on to good careers in industry. We on the Shinkansen (Bullet) Train in Japan



well as in the laboratory, including research supported by the UP, Southern Pacific, and Santa Fe on the properties of thermite field welds of rails. During that time, I joined the American Railway Engineering Association, becoming a member of the Rail Committee and helped rewrite the specifications for rail steel to cover the use of continuous cast companies were supplying to the American railroads. Unfortunately, model railroading to start to construct a layout several times without much success due to time constraints. However, I kept the structures, cars, locomotives, and some track from the attic layout at my parents' home in boxes that faithfully followed me wherever I went. I also kept up with MR and RMC and what was happening to the hobby as time went

By 1980, academia was no longer an attractive place to make a living, so I returned to the steel industry and spent some time in the banking industry as an internal consultant to the lending officers dealing with the worldwide steel industry. to the First ASM-CSM Metallurgical Conference, during which I toured the last steam locomotive factory operating in the test track. I rode on European rails and

conducted research in industrial plants, as in 1982. What a contrast to the passenger trains in the U.S! Since joining NMRA AZ Division. I have given clinics on the Chinese factory and steam locomotives, circa 1981, and on the High Speed Rail situation worldwide, in 2012.

> I left banking in 1983 to join North Star Steel Co. — a division of Cargill, Inc. —as a VP and spent the next decade working with the six mini-mills we owned and operated. Again, I started a layout but never got it running. I belonged to a club, which kept moving, resulting in a less than satisfactory activity. During that time, my wife and I attended several National Conventions and enjoyed the layout visits, which were inspiring. In 1993, I left to start a new minimill, spending a lot of time over the next few years raising the finances for this project, which started construction in 1996. I retired as CEO in 1999, returning to Arizona to get a chance to build my dream layout.

> By 2000, the Internet had chat rooms on layout design, which I followed daily for ideas. I ordered and watched VHS tapes of various layouts. By then, I knew I wanted a linear design, with engineers having the ability to follow their trains, instead of the spaghetti bowl designs I had grown up with. DCC was really just becoming popular, so I wanted that system, even though I had no locomotives equipped with it yet. It appeared that many of the well-known modelers were using EasyDCC, so I opted for that system. I had had enough of block controls!

I had joined NMRA in 1999 and so I attended some local meetings to meet some local modelers, where I met Ron Kuykendall, whose articles in MR I had read, and he kindly showed me his layouts with their beautiful models. Because of a similar name, I contacted Doug Geiger and visited his layout described in magazines I had read years earlier. As a result of that visit, I was invited to attend RockyOps in 2001, which was my first introduction to model railroad operations. Not long after that, I was invited to operate on Carl Winkler's O-scale layout in Tucson and continued to enjoy those sessions until the demise of the layout. Since then, I have attended many Ops sessions, learning something every time and enjoying meeting other modelers.

My layout design was heavily influenced by Lee Nicholas' layout, with its long peninsulas, as well as by the second version of David Barrow's Cat Mountain & Santa Fe, with its open staging yards. I wanted a long main line run, so I opted for a double deck, which has worked out well, although my wife complains that she can't see the upper level. Luckily, I have several tall operators who can. I also wanted signals

for the engineers to pay attention to, but I did not want to have the signal system tied to the track power, so my good EE friend Bill Schaper offered to put together a system using IR detectors, communicating through Bruce Chubb's C/MRI boards to track trains and change signals as needed. Eventually, we built a modified CTC panel to watch what was happening and allow the Dispatcher to throw switches to control siding occupancy. The website RCWRR.com was put together in 2007 by my son, where the layout can be viewed.

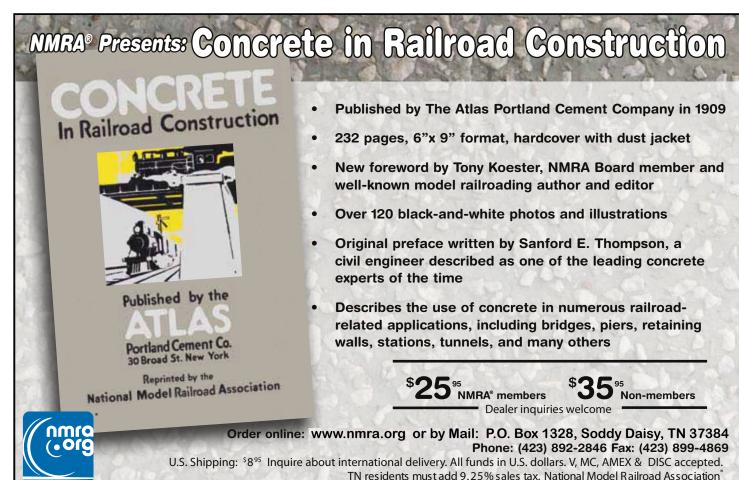
My pursuit of the MMR started in 2010, when I submitted the paperwork for the Chief Dispatcher Certificate, having completed serving as dispatcher on various layouts during operating sessions. With the layout approaching completion, I submitted the Electrical and Scenery applications in 2011 and the Structures and Author in 2012. At that point, we started operating sessions on an irregular schedule, and I had to decide if I really wanted to finish this process or not. I finally bit the bullet and bought Fast Tracks equipment to build the necessary turnouts for the Civil Engineer Certificate, which I earned in 2015. Then I was left with Cars.

A word to the wise to all older MMR candidates: do not wait until your hands shake before trying to attach air hoses on scratchbuilt model cars! I finally did it!

Many thanks go to my friends Bill Schaper and Joe Duda for help on the construction and wiring of the layout, and to the operating crew, who keep it fun and maintained. My wife Ann deserves the most thanks for encouraging me along the process, from constructing the building (with a roof deck for her), to convincing me to add a bath/crew room to the train building, so I would not have to dodge rattlesnakes to come to the bathroom in the main house at night, and for never complaining when I spent long hours in "the train barn." It is a good thing she likes trains too.

AP Certificates Gordon H. Geiger

Chief Dispatcher Model Railroad Engineer - Electrical Master Builder - Scenery Master Builder - Structures Model Railroad - Author Model Railroad Engineer - Civil Master Builder - Cars



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