

NMRA BULLETIN

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**Have you changed your address or
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e-mail: tlrprez@nmra.org

2019 NMRA National Convention Dates and National Train Show Reservations:

2019—Salt Lake City, UT • July 7–13, 2019 • <http://www.nmra2019slc.org>

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

423-892-2846 • ntsreg@nmra.org

• 2020—St. Louis, MO • 2021—Santa Clara, CA • 2022—Birmingham, England

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT JANUARY 2019 GOLDEN SPIKE

Mid-Central Region

Robert Cooper, Elizabethtown, Kentucky

Pacific Northwest Region

Dale Armstrong, Swift Current, Saskatchewan

Richard Astle, Olds, Alberta

Rob Badmington, Calgary, Alberta

Raymond Clifford, Leduc County, Alberta

James Davis, Prineville, Oregon

Richard Karnes, Mercer Island, Washington

Max Magliaro, Oregon City, Oregon

Richard Payne, Myrtle Point, Oregon

Marvin Selzer, Coos Bay, Oregon

Daniel Toneges, Redmond, Oregon

Rocky Mountain Region

Andrew Saez, Durango, Colorado

Southeastern Region

Mark McAllister, Chattanooga, Tennessee

MASTER BUILDER - MOTIVE POWER Pacific Northwest Region

Raymond Clifford, Leduc County, Alberta

MASTER BUILDER - CARS Mid-Continent Region

Sheldon Levy, Lenexa, Kansas

Mid-Eastern Region

Glyn Thomas, Philadelphia, Pennsylvania

Pacific Northwest Region

Raymond Clifford, Leduc County, Alberta

MASTER BUILDER - STRUCTURES Mid-Eastern Region

Alfred Zollers, Hatboro, Pennsylvania

Northeastern Region

James DeMarco, Kendall, New York

Pacific Northwest Region

Raymond Clifford, Leduc County, Alberta

MASTER BUILDER - SCENERY Mid-Central Region

Robert Cooper, Elizabethtown, Kentucky

Mid-Eastern Region

Martin Brechbiel, Annandale, Virginia

Nicholas Kalis, McLean, Virginia

Alfred Zollers, Hatboro, Pennsylvania

MODEL RAILROAD ENGINEER - CIVIL Southeastern Region

Albert Churella, Acworth, Georgia

MODEL RAILROAD ENGINEER - ELECTRICAL Mid-Central Region

Tom Guenther, Louisville, Kentucky

Mid-Eastern Region

Scott Unger, Allentown, Pennsylvania

Northeastern Region

George Jarvis, Conception Bay South, Newfoundland and Labrador

Southeastern Region

Albert Churella, Acworth, Georgia

CHIEF DISPATCHER

Mid-Eastern Region

Martin Brechbiel, Annandale, Virginia

ASSOCIATION VOLUNTEER

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Robert L. Osburn, Ashland, Kentucky

North Central Region

John Bopp, Farmington Hills, Michigan

Northeastern Region

Tom McCullough, South Salem, New York

Pacific Northwest Region
Herb Buhl, Spanaway, Washington

Pacific Southwest Region
Dennis Ivison, Garden Grove, California

Pacific Northwest Region
Gary Jordan, Mukilteo, Washington
Mike Shaw, Puyallup, Washington
Douglas Thorne, Covington, Washington

Rocky Mountain Region
Bayard Heroy, Durango, Colorado
Andrew Saez, Durango, Colorado

Southeastern Region
Peter Banks, Lynn Haven, Florida

MASTER MODEL RAILROADER®
MMR® 626 Gary Jordan, Mukilteo, Washington
MMR® 627 Sheldon Levy, Lenexa, Kansas
MMR® 628 Peter Banks, Lynn Haven, Florida
MMR® 629 Martin Brechbiel, Annandale, Virginia
MMR® 630 Albert Churella, Acworth, Georgia

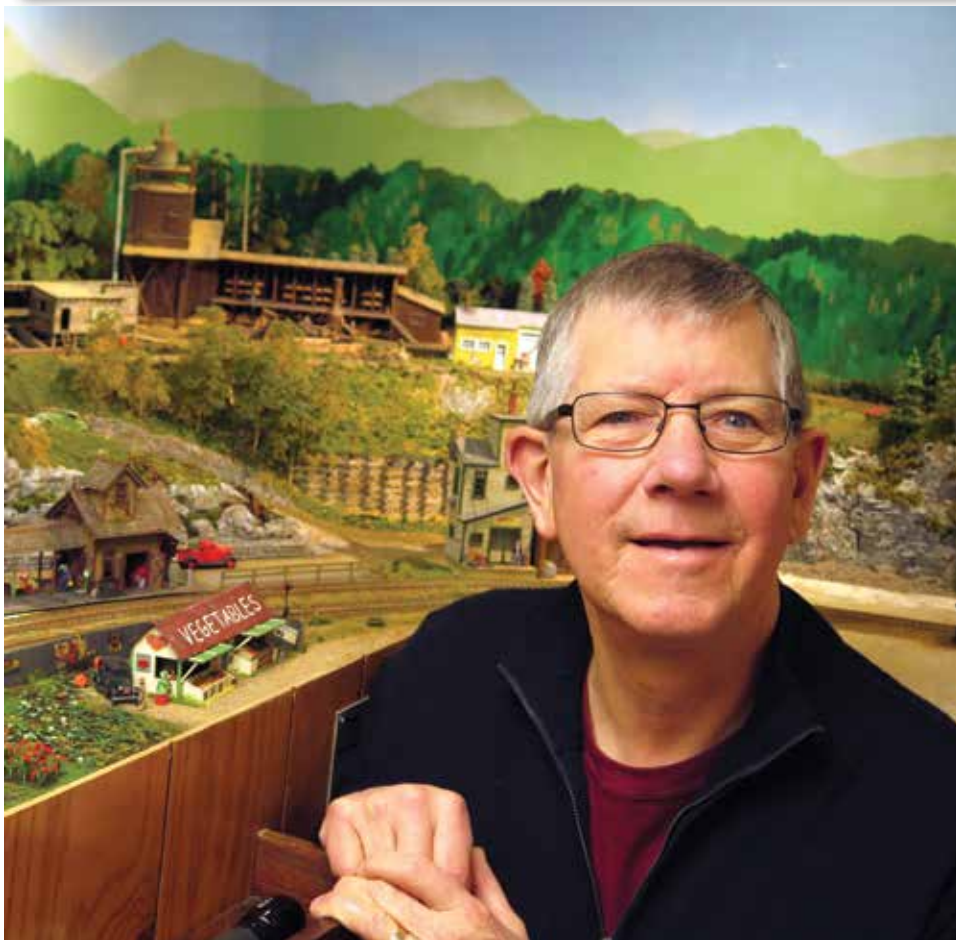
AP QUESTIONS: If you have questions about the AP program or requirements, start with your local or Region AP manager. If you still have questions, contact Frank Koch at fkoch@hotmail.com. If you prefer to write, contact Frank at 4769 Silverwood Drive, Batavia, OH 45103.

The *NMRA TURNTABLE*
makes the internet a little
smaller.

If you're spending hours doing internet video searches, you're wasting valuable modeling time! The *NMRA Turntable* brings the best of the best model railroading videos to your mailbox every month. It's one more benefit of NMRA membership!

If you're not receiving it, contact NMRA HQ and make sure they have your current email address!





JERRY LAUCHLE EARNS MMR® #618

When I was 7 or 8, my folks gave me an American Flyer train set at Christmas that included two electric switches. Dad nailed some 1x2s under a sheet of plywood and spiked the track onto the top. We lived on the second story of a very small house that sat over a garage, which housed my dad's lawn mower and outboard motor repair shop. I shared one of the two bedrooms with my older brother. I kept the train platform under the double bed, along with his bow and arrows, BB gun, and fishing tackle.

After school (and my snack of Charlie's Chips and milk) I'd slide that railroad out from under the bed and, it seems, run it until supper. Boredom kept this routine from lasting very long. Besides, my dad was building an HO-scale railroad in his shop, and that seemed a lot more interesting! His pike was built on a 4x8-foot sheet of plywood upon which a 4x4-foot sheet could be bolted, making the layout a whopping 4x12-foot. Everything sat upon keyed wooden saw horses. Dad would set

this platform up in his ground-floor shop every Christmas, and he actually permitted me to run trains on it. I think he did that because the track was brass, and it needed to be cleaned almost daily. Dad had a nice collection of steam locomotives and cars. I really enjoyed moving cars in and out of the yard with an English PRR 0-4-0 yard bird. The freight cars were pulled by a Mantua Mikado and the passenger cars by a Penn Line PRR T-1 duplex. He was a superb craftsman, and I tried very hard to build models as well as he did.

We lived in Montoursville, Pennsylvania, which was close to Muncy where Lew English manufactured locomotive kits in his basement. Dad and I would sometimes visit him. I believe it was in 1961 when Mr. English bought out Bowser Manufacturing. He set up the factory in Montoursville. Later on, while I was a college student at Penn State, I worked for local building contractors during summer breaks. I believe it was 1965 that I was working for the contractor that built English's model railroad hobby shop

on Howard Street in Montoursville. I recall wheelbarrowing gravel and concrete into that cinder block building for the expansive concrete first floor. This shop later moved to its present location on Streibeigh Lane right next door to the (also re-located) Bowser manufacturing plant (Mr. English retained the name). The house I grew up in is located directly behind this hobby shop and factory! To this day, I return to my hometown many times a year to shop and converse with the folks at English's.

In my teenage years, I continued to build HO freight cars from kits produced by Mantua, Roundhouse, Silver Streak, and Varney, but building and flying model airplanes trumped railroading. Dad and I got into radio control when it was just beginning. My interest in airplanes led to a degree in aerospace engineering. Upon graduation from Penn State, my undergraduate adviser offered me a research assistant position in one of the university's underwater technology laboratories. There, I helped design quiet torpedoes and submarines. That experience led to a doctorate in Engineering Acoustics and eventually to a professorship in that field. I retired from that position in 2006 after 38 years of service.

I married and had children in the early 1970s and developed a new avocation: building furniture. I designed and built furniture as a side-line business, but the desire to get back into model railroading was strong. I decided to split my furniture making time to include some railroading. My first railroad was located in the basement of the house we built in 1978. The woodworking shop was attached to the garage, and it was useful for building railroad benchwork. I would also build my railroad models in this shop. The layout was, and still is, a freelanced logging and coal shortline that runs in north-central Pennsylvania during the 1920s through 1940s. I named it the Galeton & Chestnut Lake RR, noting the initials of my formal name, Gerald C. Lauchle.

I built a lot of rolling stock and structures during the 1980s from craftsman kits by LaBelle, Junico, Campbell, and Fine Scale Miniatures, but many were scratch-built too. One of my favorites arose in 1981 while I was building an Alexander kit of a small crane called the "Little Hook." As

I was building it, I thought why not have this crane sit upon a flatcar to serve as a wrecking crane? A full-sized 36-foot flatcar seemed to be too long, so I scratchbuilt a flat deck onto a four-wheel caboose truck I got from the nearby Ye Olde Huff-n-Puff kit manufacturer. Upon showing my completed model to Dick and Shirley Koontz, owners of Ye Olde Huff-n-Puff, they decided to produce a kit of this model! It is still in production as kit no. 341.

I belonged to the Nittany Valley Model Railroad Club in the 1980s and learned a lot from fellow modelers. One gentleman in particular, Gilbert H. Hoffman, taught me how to re-motor brass locomotives, super-detail, paint, and weather them. Gil has written a couple of books on the logging railroads of Mississippi, e.g., *Steam Whistles in the Piney Woods* (Longleaf Press, 1998). I purchased my first brass locomotive in 1981: a Sunset Imports Great Northern F-1 Consolidation. I rebuilt that locomotive just as Gil taught me. In 2015, I further converted it to DCC with sound. If you refer to the front cover of the 2019 NMRA calendar, you will see this locomotive at the locomotive service area of the G&CL. The half-buried oil tank in this photo is from one of those Mantua tank car kits I built as a teenager.

I belonged to the NMRA during the late 1980s but did not keep up the membership because of a broken marriage and the issues following that. I married my wonderful and supportive wife Esther in 1996, and we built a house in 2004 that has dedicated areas for a train layout and woodworking shop. Although retired from Penn State, I continue to consult in noise control engineering. I also continue reproducing period furniture; I am a charter member of the Society of American Period Furniture Makers (SAPFM.org). At the nudging of one of my former Penn State colleagues, and excellent model railroader, Bob Cook (Tidewater Division of the Mid-Eastern Region), I re-joined the NMRA in 2016. The Achievement Program caught my attention immediately because, by nature, I seem to be a competitive individual. I used to enter model airplane contests, and I still compete in road bicycle races, golf tournaments, and pool tournaments. A nine-foot Brunswick Gold Crown IV pool table shares space in the railroad room.

Belonging to the NMRA has been a wonderful and gratifying experience be-

cause of the people I've met and worked with, the clinics and open houses I've attended at conventions, the contests, the Achievement Program, and the publications that we receive. In the middle of the 2017 winter, Bob Charles, MMR® (Div. AP Chair), Alan Mende, and Brian Kampschroer from the Susquehanna Division of the Mid-Eastern Region drove more than 100 miles to my place to see and judge some of my models! The G&CL was up and running with about half the scenery completed at the time, and it received the Golden Spike Award. Upon submitting the paperwork to Bob later that week, I also earned achievement certificates for the scenery and structures that were judged that day. Several of the structures were ones I built in the 1980s, and they survived four separate moves! Later that winter, I submitted paperwork for the Model Railroad Engineer – Electrical Certificate that included wiring diagrams from my first G&CL direct current layout, and the present one that uses digital command control.

At a spring Division meet, I took some of my rolling stock for judging and received enough Merit Awards for those to qualify for the Master Builder – Cars Certificate. Bob, Alan, and Brian encouraged me to present a clinic or two and to submit articles for publication. Both of these were relatively easy for me because giving lectures, making presentations at professional society meetings, and publishing articles in technical journals were what I did for a living as a professor. In academia, there is truth in the adage “publish or perish.” I have volunteered at Regional conventions and continue to do so. The MER president asked me to be the official photographer of the Region shortly after the 2018 convention. I look forward to serving in that capacity. About a third of my publications are photographs. I had an article published in *Railroad Model Craftsman* that described the scratchbuilding of a Mack railbus. That railbus earned a Merit Award at the 2017 Regional convention, which meant I could possibly get the Achievement Certificate for motive power if I had two more locomotives that warranted Merit Awards. I had built a pair of PRR F7As from InterMountain kits and did a fair amount of super-detailing beyond what the kits supplied. I made use of the many photographs appearing in *The Keystone*, Vol. 37 & 38, published by the Pennsylvania Railroad Technical

and Historical Society. Those diesels did get Merit Awards this past winter.

In the December 2017 issue of the *NMRA MAGAZINE*, there is a photograph of a C&NW flatcar sitting in front of a Reading Co. freight station waiting to have two diesel road rollers unloaded. This “History in a Click” photo is from the Bob Charles collection of the NMRA Archives. It was taken in the Allison Hill neighborhood of Harrisburg, Pennsylvania, on Sunday, February 2, 1947. Almost immediately upon seeing this photo, I knew that I had to build a model of this scene. I also thought that it might qualify for a Merit Award in Prototype Modeling. I spent the winter and spring of 2018 building a diorama of the scene. The judges at a Division meet in June, as well as the contest judges at both the National and Regional conventions, liked it well enough that it became my seventh certificate; enough now for the MMR® distinction.

I have been a goal-setter all my life, and I will continue to do so. Even though I do not need any more certificates for MMR®, there are several that I'd still like to earn. I know zilch about operations, so getting involved in operating sessions with other modelers is one of my top railroad-ing goals. Of course, I will continue to volunteer and do whatever I can to support the NMRA, its goals, and fellow modelers.

Certificates Earned Jerry Lauchle

Master Builder-Scenery
Master Builder-Structures
Master Builder-Cars
Master Builder-Motive Power
Master Builder-Prototype Models
**Model Railroad Engineer-
Electrical**
Model Railroad Author

Not getting the bi-monthly NMRA eBULLETIN?

The new **NMRA eBulletin** comes out every other month near the 1st of the month. Either your SPAM filter is blocking it, or you need to update your email address with us. Have HQ update your email address at <http://www.nmra.org/customer-service-request>



Membership has its benefits...

Your NMRA membership entitles you to all these benefits, plus the fellowship and assistance of more than 17,000 members across the globe.

Partnership Program

The NMRA has partnered with model railroad manufacturers of all sizes who have agreed to give discounts to NMRA members. Discounts range from free shipping to 20% off all purchases. From Micro-Mark to Rusty Stumps, more manufacturers are being added every month. To see the current listing, see our website's Partnership page in the Members Only section.

• www.nmra.org, Membership, Member Home, Benefits, Partnership

Model Railroad Directory

Whether you're at home or traveling, you can contact other NMRA members for a layout tour, to talk trains, or even to join in an op session! There are maps, descriptions, photos, videos, and more.

• www.nmra.org, Membership, Member Home, Model RR Directory

NMRA Online Archives

More than 10,000 photographs, slides, plans, drawings, erection elevations, paint schemes and more, with additional scans being added all the time. High-resolution files are available for download at a discount to members.

• www.nmra.org, click "NMRA Archives" at the top of the page

Achievement Program (AP)

The AP helps modelers get more out of the hobby by providing an incentive to learn and master the skills necessary. Those who've completed the AP receive Master Model Railroader® (MMR®) certification.

• www.nmra.org/education/achievement-program

• E-mail Frank Koch: achiev@nmra.org

• Contact your Region or Division Achievement Program Manager (see www.nmra.org/regions/ for Region and Division website URLs)

Liability Insurance for Clubs in U.S. and Canada

\$1 million liability insurance is available to model railroad clubs in which every member is an NMRA member. Completed application, copy of roster, and \$50 administration fee required.

• www.nmra.org/100-clubs

• E-mail: club100@nmra.org

Liability Insurance for Meets and Shows in U.S. and Canada

This insurance offers liability coverage for all Region-, Division-, and NMRA SIG-sponsored events up to the specific limit provided for in the policy. Standard coverage is \$1 million; higher limits available for extra fees. Please see the website for important details.

• www.nmra.org/liability-insurance

(For clarity and assurance of coverage, SIG events should be co-sponsored by National, a Region, or a Division.)

Conventions - (National and Regional)

The annual National convention runs one week and usually features about 100 clinics, more than 50 layout tours, and dozens of prototype tours. The National Train Show runs for the final three days of the convention.

Regional conventions vary in duration from two to five days. Many feature prototype and layout tours, plus clinics and other activities.

• www.nmra.org, then click on the "Conventions" tab

• www.nmra.org/regions/ for Region and Division website URLs

Special Access to Places and People

As an NMRA member, you'll have access to all kinds of railroad locations you'd never otherwise see. Often National and Regional conventions will tour prototype facilities such as yards and maintenance shops, and will charter special excursion railroads that are usually never open to the public. You'll have the chance to see top-of-the-line model railroads that usually don't accept visitors. And you'll be able to spend time talking with some of the most famous personalities in model railroading today.

For information about upcoming conventions, see the links in the "Conventions" section above

Modeling With The Masters® (MWTM®)

This is an intense, multi-day regimen of direct instruction by Master Model Railroaders®. Modelers get hands-on experience in beginning and intermediate modeling techniques. MWTM® classes are usually offered at the National convention, but MWTM® courses have also been offered in various cities and at Regional conventions across the country.

• E-mail Clark Kooning: ckooning@msn.com