

NMRA BULLETIN

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2020 NMRA National Convention Dates and National Train Show Reservations:
2020—St. Louis, MO • July 12–18, 2020 • <http://www.gateway2020.org>
Train Show Booth Reservations—Jenny Hendricks Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • ntsreg@nmra.org
• 2021—Santa Clara, CA • 2022—Birmingham, England

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

JANUARY 2020

GOLDEN SPIKE

Mid-Central Region

Larry Caniff, Steubenville, Ohio

North Central Region

William Douglas Carver, Traverse City, MI

Northeastern Region

Chuck Diljak, Wayne, New Jersey

Pacific Southwest Region

Timothy Foote, Chula Vista, California

MASTER BUILDER - STRUCTURES

Mid-Central Region

Chris Broughton, Louisville, Kentucky

North Central Region

Jim Macino, Columbia City, Indiana

MASTER BUILDER - SCENERY

Mid-Central Region

John Listermann, Cincinnati, Ohio

MODEL RAILROAD ENGINEER - CIVIL

Mid-Central Region

Robert Kuchler, Louisville, Kentucky

Northeastern Region

Benjamin Maggi, Londonville, New York

Southeastern Region

Gerald Mabry, Meridian, Mississippi

MODEL RAILROAD ENGINEER - ELECTRICAL

Mid-Eastern Region

Charles Rausch, Chapel Hill, North Carolina

North Central Region

Edward Beamish, Livonia, Michigan

Southeastern Region

Gerald Mabry, Meridian, Mississippi

Thousand Lakes Region

Kevin Dill, Fargo, North Dakota

ASSOCIATION OFFICIAL

Mid-Eastern Region

Charles Brown, Virginia Beach, Virginia

Gary Brown, Virginia Beach, Virginia

James Curth, Norfolk, Virginia

Jim Keiper, Chesapeake, Virginia

Niagara Frontier Region

Steve Juranics, Cambridge, ONT Canada

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Dianne Rowland, West Chester, Ohio

North Central Region

David Simmons, Ann Arbor, Michigan

Southeastern Region

Dottie Maiuro, Douglasville, Georgia

Joe Maiuro, Douglasville, Georgia

MODEL RAILROAD AUTHOR

Mid-Central Region

Robert Kuchler, Louisville, Kentucky

Mid-Eastern Region

Howard Kaplan, Drexel Hill, Pennsylvania

Mid-West Region

Connie Coy, Avon, Indiana

Eric Smith, Fishers, Indiana

Niagara Frontier Region

Steve Juranics, Cambridge, ONT Canada

MASTER MODEL RAILROADER®

MMR® #650 Chris Broughton, Louisville, Kentucky

MMR EARNED

STEWART H. JONES EARNS MMR® #648

I cannot recall any single event that generated my interest in model railroading. Several of my earliest childhood memories were about riding trains, and I have been enthralled by railroads as long as I can remember.

I grew up near the Pennsylvania Railroad main line at the foot of the Alleghenies. My family was often downtown and parked near the tracks, where I frequently amused myself by watching the parade of trains pass through town. At age six, I received a Marx set for Christmas that kept me busy for a few years. One vivid memory was my father taking me to the Chicago Railroad Fair about 1949. Although I was surely impressed with everything I saw, two exhibits remain fixed in my mind: a demonstration of a radio communication system developed by the Pennsylvania Railroad and a model layout, probably O scale, of an oval four-track main line I remember as having operating

signals. A year later, we moved to a new house where I discovered our next-door neighbor had an HO-scale layout in his basement. That got me hooked on scale railroading.

The following Christmas, my parents gave me two Varney kits: a boxcar and a reefer. (Both are still on my layout.) I quickly assembled the cars and built my first layout: a three-foot pine board with brass rail spiked to fiber ties. For a while, I could enjoy pushing those cars back-and-forth with an 0-5-0 for motive power. The next year, I became an entrepreneur selling Christmas cards. Although not an astute businessman, I did earn enough money to purchase my first locomotive, a Varney F3. I gradually acquired a few more cars and built a layout on a discarded kitchen table. My Marx transformer, coupled with a rectifier, provided the power.

Our family frequently vacationed in eastern Long Island with relatives. One day, while hanging out in the local passenger station waiting for other family mem-



bers, the stationmaster invited me to set the train order signal for the approaching noon train from New York. That was a real thrill, although I was barely strong enough to move the mechanism. I think the stationmaster gave me a little assist.

Through junior high and high school, I wanted more rolling stock but didn't have the cash to buy many kits. Some I did buy were wood kits with printed and embossed

cardboard sides. I still had to provide trucks and couplers. Eventually, I made my first attempts at scratchbuilding. Balsa wood was about the only material available then, and it produced crude models. Later, I invested in some Northeastern basswood and produced better models. I still have several of those on my layout today. At that time, structure kits were predominantly cardstock, although a few plastic models were coming onto the market. I also experimented with scratchbuilding railroad and industrial structures to fill in blank places on my layout.

My railroading activity diminished during my college and graduate school years, but my interest did not. College in the Chicago area only broadened my interest further. During graduate school, I married my wife Jean from Denver. Jean had both a great-great-grandfather and great-grandfather who had been employed in the development of the Denver & Rio Grande railroad, but her interests never included railroading. However, that did inspire mine. Nevertheless, she gladly tolerated my interests.

After graduate school, we moved to Denver, where I was introduced to western mountain railroads, particularly single-track operation with passing sidings, and began a new layout. Several moves and several layouts later, we moved to a house that had a 13x19-foot room I immediately negotiated for a right-of-way. I began designing and building my dream layout. In Denver, I worked in aerospace for Martin Marietta (now Lockheed Martin) as a software developer and later for the Gates Rubber Company. I don't think that Martin had a railroad club in those days, but now there is a Lockheed Martin club, which I have joined as an alumnus.

During my first few years in Denver, I only knew several other railroaders and largely modeled on my own. As a subscriber to *Model Railroader* and *Model Railroad Craftsman* magazines for many years, I was aware of the NMRA but never considered joining until a visit to the railroad show for the NMRA National Convention in 1991 inspired me to join. For the next ten years, or so, I was unaware of any Division activities until, one day, I received a postcard inviting me to come to a Sunrise Division monthly meeting. I did and quickly made friends with a number of members. It was not long after that I presented my first clinic describing how I designed and built my signal system. I have been active in the Division ever since. Dick Hunter, whom I believe was one of

the founders of the Sunrise Division, welcomed me into the Division and provided the inspiration to keep me involved. Gary Myers of our Division is now also the AP Chair for the Rocky Mountain Region and has been extremely helpful in clarifying the requirements for AP awards. I don't think I could have qualified for many of them otherwise.

I have always been intrigued by railroad signaling, and one of my objectives was to incorporate a complete signal system on my layout. In the early 1980s, I began experimenting with transistorized signal circuits and gradually evolved and implemented an affordable and workable system using type D three-color signals. In 1998, *Model Railroader* published a series of articles about building a DCC system. I was hooked and purchased the CVP kits and built the components. I converted my layout from a DC Cab-Control system to DCC. This system is still in use on my layout 20 years later and working well.

Over time, I converted to wireless throttles. I expanded my layout about this time, adding a peninsula to my around-the-wall design and converting from Code 100 to Code 83 rail. I also found an article in the 2002 *SCALE RAILS* for a track occupancy detector circuit, modified the design slightly, and replaced all my older Twin-T detectors. My layout has almost 100 prototypically operating mainline signals and uses diode matrices to simulate interlocking on complex trackwork.

As an active member of the Sunrise Division, I began creating and presenting other clinics to share some of my acquired knowledge with other modelers. So far, I have presented more than a dozen different clinics, some multiple times, not only to the Division, but also at the local yearly Train Collectors Association railroad show, several Regional Conventions, and the National Convention in Salt Lake City, Utah, last summer. Most of the clinics for local shows are designed to help new modelers get started or to inspire older modelers. A few years ago, I was elected to be the Sunrise Division secretary, which involved publishing our monthly newsletter, *The Herald*. I held that office for more than three years until I was elected Superintendent. On months where there was a dearth of Division activities to report, I began adding a column about the requirements for AP awards, hoping to get Division members interested. Gradually, I began to think perhaps I should try for some awards myself.

The first two awards I tackled were Civil and Electrical Engineering. Because I had studied civil engineering in college, I used good engineering practices for laying out my trackwork, including spiral easements on mainline curves and super-elevated curves. I also scratchbuilt all my turnouts, including several double-slip switches and some custom installations. With my extensive electrical work and civil engineering efforts, these were immediately ready for AP Certificates.

I also discovered publishing the Division *Herald* for three-and-a-half years, along with the many clinics I had prepared and presented and an article published in *SCALE RAILS*, were sufficient to qualify for the Author AP Certificate. My many efforts at building craftsman kits and scratchbuilding freight, passenger, and maintenance cars that qualified as contest awards were enough to earn the Cars AP Certificate. Gary Myers also gathered a crew to judge my scenery, and I qualified for the Scenery AP Certificate.

As Division secretary for 3½ years, and as Superintendent for 3 years, along with many clinic presentations at the National, Region, and Division levels, plus presentations at local train shows, I accumulated enough points for the Association Volunteer Certificate. Finally, Gary surprised me by saying some of these activities also qualified me for the Association Official Certificate. My plan was to complete the requirements for the Structures Certificate, probably in the next year. I still plan to continue to work on that Certificate.

Model railroading, with its many aspects and skills, has been challenging and satisfying over the years. I hope my various presentations have inspired many modelers to continue to advance in the hobby. This has been a satisfying hobby. However, I'm not finished yet; I have four more clinic presentations scheduled over the next several months. I plan to get a Structures AP Certificate sometime this year. Perhaps I will submit a magazine article or two.

Certificates Earned
Stewart H. Jones, MMR® 648
Model Railroad Engineer - Civil
Model Railroad Engineer – Electrical
Master Builder – Cars
Model Railroad Author
Master Builder – Scenery
Association Volunteer
Association Official

NOTICE OF 2021 ELECTIONS

Rick Coble
NMRA Secretary

The following NMRA Officers and Board of Directors positions are open for election in 2021:

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

Please check Article III, paragraph 12 of the NMRA Executive Handbook (EHB) located at <https://nmra.org/executive-handbook> for the extent of the districts affected. Qualifications for candidates are listed in the EHB.

Thinking of Running for an NMRA Director or Officer Position?

Click “Organization and Structure” from the NMRA Resources section in the blue “footer” on each page.
Click “Board of Directors” listed in the blue “box” on the right side of the page.
Click “Thinking about running for an NMRA office”

President, Vice President - Administration, and Vice President - Special Projects

Submission of candidates’ names for consideration for the positions of President, Vice President - Administration, and Vice President - Special Projects should be made to one of the following no later than June 1, 2020:
National Nominating Committee Chair Mike Brestel at mbrestel@zoomtown.com.
Atlantic District Nominating Committee at AtlNominations@nmra.org.
NMRA Canada Nominating Committee at CanNominations@nmra.org.
Pacific District Nominating Committee at PacNominations@nmra.org.

At-Large North American Director

Submission of candidates’ names for consideration for the position of At-Large North American Director should be made to one of the following no later than June 1, 2020:
National Nominating Committee Chair Mike Brestel at mbrestel@zoomtown.com .
NMRA Canada Nominating Committee at CanNominations@nmra.org.

Eastern District Director

Submission of candidates’ names for consideration for the position of Eastern District Director should be made to National Nominating Committee Chair Mike Brestel at mbrestel@zoomtown.com no later than June 1, 2020.

Pacific District Director

Submission of candidates’ names for consideration for the position of Pacific District Director should be made to the Pacific District Nominating Committee at PacNominations@nmra.org no later than June 1, 2020.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the appropriate nominations committees. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the Secretary NMRA no later than September 1, 2020.

Members with questions about the nominations or the election may contact the Secretary Rick Coble at secy@nmra.org.