

NMRA BULLETIN

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**Have you changed your address or
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**Region Secretaries: send all
changes in Region officer infor-
mation to the NMRA Secretary:
secy@nmra.org.**

rev 4/30/21

2022 NMRA National Convention Dates and National Train Show Reservations:
St. Louis, Missouri August 7 – 14, 2022
Train Show Booth Reservations—Jenny Hendricks Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • ntsreg@nmra.org
• 2023—Dallas, Texas

NMRA 2021 National Election Results

John Stevens
2021 Election Administrator

President Gordy Robinson

VP Rick Coble

ALNAD Chris Palermo

EDD John Doehring

PDD Rob Peterson

By-Laws Amendment Passed

All Officers-Elect will assume the duties of their new position on Friday July 2, 2021. All terms are for three years.

I would like to thank all the members who make our elections possible. We have Nominating Committees in the European Region, the British Region, the Pacific District, NMRA Canada, and a National Committee in the United States. Together, all of those committees were able to assemble a great slate of candidates.

Along with Nominating Committees we also have Ballot Committees in each of the above geographic areas. Those committees were responsible for distributing the ballots, answering all of your questions about the election, collecting the ballots, and then processing the ballots. All Ballot Committees outside the United States then sent their reports to the National Ballot Committee Chair who, along with his committee, was responsible for processing the paper ballots from US members and then combining the results from all over the world to give us our final election results.

I would also like to thank all the candidates who volunteered to step forward and run for a National Office. The nine candidates were willing to give up many hours to serve the members of the NMRA. It is easy to sit around and complain about how things are being run, but it takes a special level of commitment to be a candidate for one of these positions. I wish them the best of luck in their new positions.

Lastly, I would like to thank those who voted. Again, it is easy to sit around and complain about how things are being run. The membership gets an opportunity every year to determine who will be responsible for setting our national policies and leading this organization into the future. Thank you for voting.

NMRA AP CERTIFICATE REPORT
MARCH 2021

GOLDEN SPIKE

Mid-Eastern Region

Rick Stoneking, Lumberton, New Jersey

Pacific Southwest Region

Lloyd Lehrer, Manhattan Beach, California

MASTER BUILDER - CARS

Pacific Southwest Region

Paul Buhcke, Tucson, Arizona

MASTER BUILDER - STRUCTURES

British Region

David Nicholson, Nr. Glastonbury, Somerset, England

Rocky Mountain Region

Kevin Anderson, North Salt Lake, Utah

MASTER BUILDER - SCENERY

Mid-Eastern Region

John Pursell, Chambersburg, Pennsylvania

MODEL RAILROAD ENGINEER - CIVIL

Northeastern Region

Ron Engel, St. James, New York

MODEL RAILROAD ENGINEER - ELECTRICAL

Midwest Region

Connie Coy, Avon, Indiana

CHIEF DISPATCHER

British Region

David McLaughlin, Upton Cheney, South Gloucestershire, England

North Central Region

Donald Bergman, Holland, Michigan

ASSOCIATION OFFICIAL

Mid-Central Region

Don Phillips, Mason, Ohio

Southeastern Region

William Raymond, Hendersonville, North Carolina

ASSOCIATION VOLUNTEER

British Region

David McLaughlin, Upton Cheney, South Gloucestershire, England

Mid-Eastern Region
Danial Fisher, Cary, North Carolina

Midwest Region
Phillip Burnside, Avon, Indiana

Pacific Northwest Region
Jeroen Gerritsen, Springfield, Oregon
Jeffrie Herrmann, Rathdrum, Idaho

MODEL RAILROAD AUTHOR
North Central Region
Donald Bergman, Holland, Michigan

Northeastern Region
Raymond Howard, Geneva, New York

Pacific Northwest Region
William Fassett, Spokane, Washington

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.

FROM NMRA HEADQUARTERS

Notice of 2021 Annual Meeting

Rick Coble, NMRA Secretary

The National Model Railroad Association, Inc. will hold its 2021 Annual General Meeting **Sunday, August 15, 2021, at 3 PM EDT**. The meeting will be held virtually through the video conferencing platform GoToMeeting. **Registration is required** to use GoToMeeting. To register, contact the Vice President Administration at VPresident@nmra.org. Registration opens July 8, 2021, and closes August 1, 2021.

You may send questions to the President prior to the meeting. Questions may be on any aspect of the NMRA. Questions sent prior to the 2020 meeting touched on many topics, including standards, the Achievement Program, and conventions. Questions and answers to your questions will be posted on the NMRA website no later than August 13, 2021. Meeting minutes will be posted no later than Sunday, August 22, 2021.

Questions to the President should be submitted in advance to the Secretary at secy@nmra.org beginning July 8, 2021, and no later than August 1, 2021.

THREE BIG BENEFITS OF NMRA MEMBERSHIP:



Those are the discounts that manufacturers and hobby shops in our Partnership Program are giving us right now. Partners like Micro-Mark[®]. Model Rectifier Corporation[®]. Badger Airbrush[®]. Unreal Details[®]. Hot Wire Foam Factory[®]. Logic Rail[™] Technologies. And over 30 more companies. It's savings that can actually pay for your membership!

And are you taking advantage of our other big benefits? Like 150+ national convention clinic videos. Or over 15 hours of "how-to" videos produced by the biggest names in model railroading videos. Or our directory of model railroad layouts all over the world that you can visit. The list goes on and on.

If you haven't visited www.nmra.org lately, you're missing out on some really great stuff. Starting with a boatload of discounts!



We make it more fun.

EDWARD J. O'ROURKE EARNS
MASTER MODEL RAILROADER® #672

My involvement with model railroading began when my dad, a 1st Lieutenant in the National Guard, came home from serving in Germany during the Korean War with a set of Märklin trains. He had them set up in the attic above our second-floor apartment, and as a two-year-old, I found them fascinating. Dad moved on to American HO when we moved to a home with a basement, and those Märklin trains, set up on a 4x8-foot table, became my brothers' and mine to run. Much later, they were set up in my basement for my daughters, and I hope to pass them along at some point to my grandchildren.

My dad and my grandfather enjoyed watching trains, and one of our favorite spots was Devon, Connecticut. Watching the New Haven's electrics gave me a love for traction, and my modeling has centered on depicting the changeover from steam and diesel to electrics at New Haven.

I first joined the NMRA as a teenager in the 1960s, inspired by a visit to Bob Higgins' layout. Bob was a local modeler and NMRA member in northern Connecticut. I stayed a member through college, marriage, and a first job, but grad school, my first home (and first layout), and children caused me to let my membership expire. I was a "lone wolf" for many years.

Then, in November 2000, I stopped by the Central New York Division table at the local train show and met Jim Heidt, founder of the Division, past NER President and Member-Aid Chair. Jim convinced me I should join the Division, so I filled out the form, mailed my check, and attended a Division meeting. I enjoyed the company, met several interesting people, and decided this was worth doing. The Division mostly meets in member's homes, so I saw many layouts I found inspiring. I hosted a meeting in October 2004, after which Martin Collard, then Division AP coordinator, suggested I apply for the Golden Spike, which I received in 2005. Shortly after that, I received my first AP award for Electrical.



I also met Dick Martini, who had a large layout depicting the modern CSX in Syracuse, New York, who invited me to an op session. This event got me an introduction to Dick's son Dave, who also had a large operating layout; Drew James, who was then just beginning operations on his freelanced Pacific Northwest layout; and Bill Brown, MMR®, then the Division Superintendent. In 2007, I earned my second AP award, Chief Dispatcher. I now participate in several groups that operate regularly at the layouts of Roger Beiswenger, Bernie Messenger, and Marty Denale. I have also joined the Tuesday night group working on and operating Jim's Ogdensburg & Norwood. In 2009, I picked up the Scenery AP.

I was on the Division Convention Committee when we hosted the 2008 and 2012 Region Conventions in Syracuse and opened my layout for the 2008 Convention. (In 2012, I had just moved to a new home and had only layout plans.) In 2008, Brian Curry, MMR®, then Division Superintendent, appointed Ed Olszewski and me co-editors of the Division *Red Markers* newsletter — positions we both still hold — on the theory that two editors are better than one. Brian also asked me how I could model the New Haven

without catenary, and since I didn't have a good answer, my new layout has overhead wire. Around that same time, I was elected Division Chief Clerk — a position I still hold — all of which resulted in the Association Volunteer award in 2010.

When Bill became National Contest Chair, he nominated me to take his place as New York State Director on the NER Board of Directors, which became the Western Director position I still hold today. I was co-chair of the *Empire Junction* 2019 NER Convention and joined the Region convention committee. The combination of editing the *Red Markers*, articles promoting the Convention in the *NER Coupler*, and an article in *Railroad Model Craftsman* earned me enough points to qualify for Model Railroad Author. I had also served long enough on the Region Board of Directors to qualify for Association Official, so I was now only one category short of MMR®. The prospect of scratchbuilding motive power or cars seemed daunting and time-consuming, so I figured I'd be five or ten years along before I completed one of those aspects.

Of course, the pandemic intervened. All the bands I played with stopped playing (I retired after 41 years as a public-

school Band Director), the op sessions ceased, and everything else I did dried up as well. Other than taking a daily walk with my wife and practicing my clarinet, the model railroad became my focus. I finished the scenery on the last section of the layout and then went on eBay and bought a bunch of craftsman car kits. At the last in-person Division meet (outdoors, socially distanced at the Dewitt Rail Yards) before winter closed in, four of my cars received merit awards. When I got home, the realization dawned that I only needed to scratchbuild four cars, and I'd be a Master Model Railroader®! So, I got to work, built four cars, and here I am. Dave and Bill came over on a very cold late December afternoon to verify my cars, decided to judge them, and each earned a merit award as well. I am deeply honored to have joined this distinguished group of modelers and humbled at the company I keep.

I have included the names of some (certainly not all) NMRA members who have helped and mentored me along the way because I believe no one becomes an MMR® in a vacuum. If Jim Heidt hadn't been so persuasive 20 years ago, I might still be struggling along on my own. I am extremely grateful to all in my Division and Region who helped me along the way. Thank you!

Certificates Earned
Edward J. O'Rourke, MMR® 672
Master Builder – Cars
Master Builder – Scenery
Model Railroad Engineer – Electrical
Chief Dispatcher
Association Official
Association Volunteer
Model Railroad Author

**We're making
the internet smaller.**

Stop wasting modeling time
doing internet video searches!
The **NMRA Turntable** brings
the best of the best model
railroading videos to your email
every month. It's one more
benefit of NMRA membership!

MMR EARNED



**GEORGE GAIGE EARNS
MASTER MODEL RAILROADER® #668**

Like most of us, my love of model trains was inspired by my father, who introduced my brother and me to HO-scale railroading when we were pre-teens. My brother was six, and I was ten. Dad came home one day around 1956 with a brand-new diesel engine, some cars, and track from Trainland in Lynbrook, New York. Apparently, he had traded in an American Flyer S-scale set (which I don't ever remember seeing set up) for this much more reasonably sized and new (to him) HO-scale equipment. For some reason, we never had a train set under the tree at Christmastime. We were excited to run this equipment and helped him build several 4x8-foot layouts on a table in the basement on the weekends. My father commuted to New York City on the Long Island Rail Road five and sometimes six days a week, usually getting home too late for weeknight work. Still, he often made a lunchtime trip to one hobby shop or another to bring home a new piece of rolling stock or a Plasticville structure to add to the layout.

Our layouts were straight out of the Booklet "101 HO Scale Layouts" by Atlas, and all the track was Atlas, with Mantua, Athearn, and Tyco rolling stock. Allowance money was often spent on after-Christmas clearance sales at Modell's Department Store. A single piece of plywood was cut with a hand saw into cookie-cutter road-

bed shapes and screwed to risers to elevate the roadbed as needed. Window screen, covered with papier-mâché or plaster, was used to create mountains and track embankments. We never got as far as creating power districts or block sections; we only ran one train at a time. After a few months, we would get tired of the layout and build another. Eventually, teen age struck, and we lost interest, and sold the equipment to a younger friend.

I picked up the hobby again in the 1970s when I got married, and we purchased our first home on Long Island, New York, with a completely unfinished basement. At that time, I found a great little model railroad club in the area. I think it was called "The Smithtown Society of Model Railroad Engineers," who had a layout they were building in the basement of a church. At the club, I learned about building your own track, turnouts, and crossings. I built my first adult 4x8 layout in my basement with another 4x6 section completely comprised of hand-laid track and a manual turntable with scratchbuilt turntable bridge. I have a few photos, but that layout was packed up for a move to another home around 1980 where there was no room for a layout. The salvageable parts were put in storage in the garage. Unfortunately, a house fire took most of what remained of that layout along with a lot of other personal possessions in 1989.

The next few years, I was very busy raising a family and working and did no model railroading until 2000, when we

moved to a larger house. My wife was well aware of my love of trains and model railroading. I must have mentioned we never had trains around the tree at Christmas growing up, and she surprised me with a beautiful Christmas tree set in 2000. I was so impressed with the detail and performance of this set that I investigated building another model railroad in our new home, which had another beautiful unfinished basement.

Repeating my father's footsteps from the 1950s, we headed back to Trainland. I was amazed at the progress in modeling technology and bought a few pieces of equipment. I found out there was a great model railroad club not too far away where I could learn about the newest innovations in the hobby: West Island Model Railroad Club in Central Nassau County. There, I learned about the wonderful world of DCC, sound systems, power districts, modern layout construction, scenery, and animation effects. By this time, I had semi-retired from a career in public health to work part-time for the American Lung Association, which gave me plenty of time to devote to my rekindled love of model railroading.

The West Island Club members were very supportive and knowledgeable, and I am very grateful for what I learned from them. They were happy to have me because I loved to work on the railroad. Not every member was interested in building; some just came to run their equipment if they had no home layouts. That was fine because the club needed a large membership paying their monthly dues so they could make their rent. The club was in the basement of a small shopping center with bars, restaurants, and a pet store upstairs. This arrangement often led to leaks from the ceiling onto the layout, escaped mice and hamsters running on the layout, and other cohabitation conflicts. The club eventually moved to a much better space where they now reside.

With what I learned at the Long Island club, I built my second adult layout, which lived for six years. That layout included DCC and sound technology and was about 12x20 feet. I also experimented with animation effects, such as operating water tanks, coal and gravel loaders, and working vehicle headlights.

When my wife and I finally had enough of the stress of commuting to work in New York, we took advantage of the booming housing market and sold

our home on Long Island in 2006, moving to central Virginia. We found a beautiful new house with an even larger unfinished basement. We moved from a county with a population of one million in New York to a county with a population of 24,000 in Virginia. There was only one traffic light in the entire county! I didn't expect to meet many other modelers in such a rural area, but I was soon invited to an operating session a few miles away and discovered 10 to 12 other men with operating layouts who invited modelers to run on their railroads. This was a great bunch of gentlemen who had had a club in the area but lost the space in a nearby church when the church needed the room for its own expansion. Before the pandemic, members of our group were holding sessions 10 to 12 times a month all over central Virginia, occasionally traveling a little farther into Northern Virginia to operate on some pretty impressive layouts. Most of us are retired, so many sessions are on weekdays. It is not unusual to travel 90 to 100 miles for a session, although most are closer. Carpooling helps for the farther-flung sessions and gives us extra time for socializing.

With encouragement and support and a newfound interest in operating sessions, I started constructing the current layout a few months after moving to Virginia in 2006. Construction went along pretty quickly, and I was able to have small sessions by the end of 2007 and formal operating sessions by about 2010. The layout now occupies the entire basement — 1,200 square feet — and can accommodate 10 to 12 operators. We run time table and modified train order operations and employ a car card system for rolling stock control. Every session begins with lunch on the house.

Several gentlemen in our traveling operating group also have extensive and excellent model railroads, mostly in HO scale. Three of our group members are Master Model Railroaders®, and after a few years, they encouraged me to try to qualify for the certificates needed to become an MMR®. Principal among these are Rod Vance, Bob Minnis, and Mat Thompson. Other NMRA members who have encouraged me are Gerard Fitzgerald, Mike Montgomery, Don Wells, and Bill Wurtzell. My AP coordinator and chief mentor is Rod Vance, who pointed out I had already done a lot of the work required to apply for the certificates, and I only lacked the docu-

mentation to complete requirements for some of them. Nevertheless, I did need to develop some new skills for some of the AP Certificates and found the learning experience very enjoyable.

The first certificate earned was Electrical in August 2019 — a relatively easy task since it mostly involved documenting things I had already done. The Civil Certificate followed in November 2019, which was more work because I had to hand-build three pieces of trackwork and get them inspected. By that time, I had already documented the requirements for Chief Dispatcher, which came in November 2019. I had already built the layout, so it was easy enough to add the Scenery certificate in the winter of 2020 when we could still have visitors to do the evaluation.

We went into isolation mode when the pandemic struck in March 2020. This forced (or allowed) me to concentrate on the Structures, Cars, and Author Certificates. I already had built many structures for the layout by this time, and 10 of the 12 required structures had already been evaluated before we went into isolation. I had built and superdetailed many car kits, but I had no scratchbuilt cars whatsoever. I needed to scratchbuild four cars and two more structures, and I needed to have a way for the NMRA evaluators to judge them. My AP Coordinator suggested bringing them up to my garage and spreading them out on tables so the evaluators could maintain social distancing, wear masks and gloves, and confer on the porch to judge my work. All the work scored high enough to qualify, and my Cars and Structures Certificates were awarded in the fall of 2020.

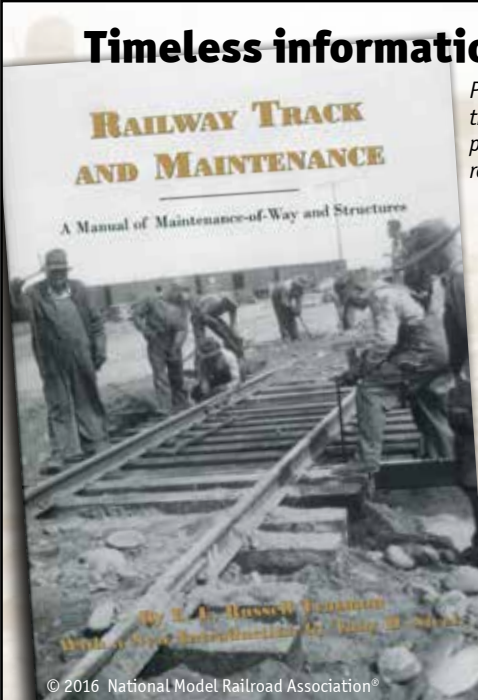
I now had six certificates. Although I had volunteered to serve on the local NMRA chapter, we were not having any meetings, so no Association Volunteer points were accruing. I checked into the Author Certificate and found I already had earned some points by submitting a few things for publication in the last few years. I wrote four more articles for our local newsletter, *Crossties*, and the Division newsletter, *The Local*. I also created and published a website (not all that hard to do!) documenting the railroad's construction and operation in the basement. With enough content on the website, I compiled more than enough points to qualify for the Author Certificate, and that came in December 2020. I submitted the applica-

tion for the Master Model Railroader® at the same time as the Author application and was advised of the approval before the end of 2020.

I am grateful to the Achievement Program coordinators and all those other NMRA members involved for their efforts in keeping this program going under our very restricted conditions right now. I encourage every modeler to investigate pursuing the Achievement Program and thank the NMRA and my mentors for their encouragement.

Certificates Earned
George Gaige, MMR® 668

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




Timeless information, newly reprinted!

Published in 1897 as Railway Track and Trackwork, the 1926 edition of this classic MOW guide was reprinted in 2003 and quickly sold out. So did the next reprint. Now it's back!

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- Dozens of detailed illustrations, cross-sections, and engineering diagrams
- Contemporary introduction to this classic by noted modeler Tony Steele
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We're looking for a few good layouts... (Twelve, to be exact)

You're proud of your model railroad. Why not share it by submitting a photo or two for the 2022 edition of the NMRA Model Railroad Calendar? The calendar is distributed to every U.S. member as a fundraising project. To have your layout photo considered for inclusion, just follow these easy steps:

- Take a horizontal (landscape) format photo of your layout.
- Submit your photo as a digital file. Files must be at least 300 pixels per inch and 8" x 12" (minimum size of 8.6 megapixels – larger is better). Accepted file types are **tiff** (preferred) or **jpg** (highest quality only).
- Write a caption describing the action in your shot, the scale, the builder, and the photographer. Include that information on a separate piece of paper or as a text or .doc file on your submission CD, DVD, or thumb drive.
- Please limit your entries to no more than your **four** best scenes.
- Be sure to include your name, address, phone number, and email with your submissions.

*By submitting images for the NMRA Calendar, you are giving permission to the editors to alter them as needed (cropping, smoke and lighting effects, etc). Please indicate specifically if you do **NOT** give permission to alter your images.*

Send to: **NMRA - ATTN: Calendar Project**
PO Box 1328 - Soddy Daisy, TN 37384-1328
UPS/FedEx address: **8414 Gulf View Dr. - Suite A**
Soddy Daisy, TN 37379

Photos must be received by **August 1, 2021** for consideration.

Questions? contact Mike Brestel at 513-661-2141 or 513-481-0185.



® National Model Railroad Association

