

NMRA BULLETIN

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NMRA Canada President—Ed Molenkamp
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**Region Secretaries: send all
changes in Region officer infor-
mation to the NMRA Secretary:
secy@nmra.org.**

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

rev 7/27/21

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

JUNE 2021

GOLDEN SPIKE

Australasian Region

John Howie, Wellington Point, Queensland, Australia
Trevor Phillips, Murumba Downs, Queensland, Australia
Ian West, North Boambee Valley, Australian Capital Territory, Australia

Mid-Continent Region

Todd Jenson, Moore, Oklahoma

Pacific Southwest Region

Bob Ginger, Phoenix, Arizona
Wayne Pierce, ElCajon, California
Leonard Smith, Casa Grande, Arizona

MASTER BUILDER - CARS

Niagara Frontier Region

Gary Reynolds, East Amherst, New York

Northeastern Region

Mark Moritz, Morristown, New Jersey

MASTER BUILDER - STRUCTURES

Australasian Region

John Howie, Wellington Point, Queensland, Australia

Niagara Frontier Region

Gary Reynolds, East Amherst, New York

MASTER BUILDER - SCENERY

British Region

David Nicholson, Nr. Glastonbury, Somerset, United Kingdom

Australasian Region

John Howie, Wellington Point, Queensland, Australia
Trevor Phillips, Murumba Downs, Queensland, Australia

Mid-Continent Region

James Hogben, Cherryville, Kansas
Thomas Katafiasz, Salina, Kansas

Southeastern Region

Tom Langdale, Walhalla, South Carolina

MODEL RAILROAD ENGINEER - CIVIL

Mid-Eastern Region

Alex Belida, Rockville, Maryland
Peter LaGuardia, Haymarket, Virginia

Northeastern Region

Stanley Ames, JR. Chelmsford, Massachusetts

Rocky Mountain Region

Lynn Daugherty, Silver City, New Mexico

MODEL RAILROAD ENGINEER - ELECTRICAL

Australasian Region

John Dever, Wyoming, New South Wales, Australia

John Howie, Wellington Point, Queensland, Australia

Trevor Phillips, Murumba Downs, Queensland, Australia

Mid-Continent Region

Raymond Brady, Brookville, Kansas

Rocky Mountain Region

Lynn Daugherty, Silver City, New Mexico

Southeastern Region

Tom Langdale, Walhalla, South Carolina

CHIEF DISPATCHER

British Region

Neil Rogers, Coventry, West Midlands, United Kingdom

Australasian Region

Peter Jackson, Aldgate, South Australia, Australia

Midwest Region

Greg Burks, Plainfield, Indiana
Phillip Burnside, Avon, Indiana
Robert Perry, Avon, Indiana
Chris Toncheff, Mooresville, Indiana
Roderick Wemschen, Greencastle, Indiana

Sunshine Region

Richard Miller, Gainesville, Florida

ASSOCIATION OFFICIAL

Australasian Region

Stephe Jitts, Yass, New South Wales, Australia

Rocky Mountain Region

Lowell Didas, Taylorsville, Utah
Jim Wanlass, Lehi, Utah

Southeastern Region

Michael Cummings, Alpharetta, Georgia

Thousand Lakes Region

Kevin Dill, Fargo, North Dakota
W. Kennedy Gauger, Sioux Falls, South Dakota

ASSOCIATION VOLUNTEER

Australasian Region

Ted Freeman, Toowoomba, Queensland, Australia

Mid-Eastern Region

Alex Belida, Rockville, Maryland
Ed Smith, Taylorsville, North Carolina

Midwest Region

Connie Coy, Avon, Indiana

North Central Region

Kenneth Scherer, Berkley, Michigan

Pacific Northwest Region

Craig Larsen, Portland, Oregon

MODEL RAILROAD AUTHOR

British Region

Brian Clark, Great Denham, Bedford, United Kingdom

Mid-Continent Region

David Ackmann, Florissant, Missouri

Mid-Eastern Region

Robert Gamble, Cary, North Carolina

MASTER MODEL RAILROADER®

MMR® #684 David Nicholson, Nr. Glastonbury, Somerset, United Kingdom
MMR® #685 Alex Belida, Rockville, Maryland
MMR® #686 Max Magliaro, Oregon City, Oregon

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.

**TED STEPHENS EARNS
MASTER MODEL RAILROADER® #679**

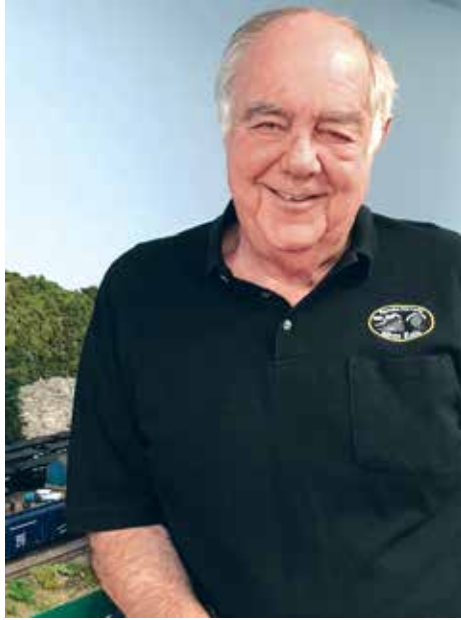
I finally made it. I started my quest for Master Model Railroader® in 2008 when I received my first AP Certificate – Volunteer. This certificate was by far the easiest to get. At that time, I was an Assistant Boy Scout Leader in my youngest son's Troop. I noticed in the requirements for Volunteer you could achieve points by being a Merit Badge Counselor for the Railroading Merit Badge, which I was already doing, along with several other Merit Badges. Our Scout Region has a Merit Badge Midway every year. I participated in one and signed off on 50 Railroading Merit Badges over that weekend. Those Merit Badges, plus the ones I had already done, were more than enough to get my 60 Time Units for the Volunteer Achievement Certificate.

I have been a huge fan of railroads for as long as I can remember. My maternal grandfather was a locomotive engineer for the Chicago & Eastern Illinois, and several times my parents found me at the railroad yards watching trains. My grandfather was the engineer on C&EI SW7 101, and I have several photographs of him on the throttle.

I have been a model railroader most of my life. I got a Marx train set when my parents lived in Chicago, and I remember running up and down the sidewalk on 117th Street where my dad set up the train. It was great fun during the summer and, of course, the train was around the Christmas tree every year.

My family moved to Porter, Indiana, when I started the second grade. When I was a teenager, I set up a layout on a 4x8 piece of plywood on sawhorses in our family basement. My first locomotive was an Athearn F7 with a rubber band drive. Along with four or five Varney cars and a caboose, I had a train. I added some turnouts and let my imagination run wild.

After high school, I joined the Army and served at Fort Story, Virginia, as a Cryptographic Technician in the Signal Corps. There just wasn't much I could do about railroading while in the Army. I initially enlisted for the Transportation Corps and wanted to be a locomotive engineer when I was first assigned to Fort Eustis, Virginia. They didn't have



any openings for locomotive engineers, and after three weeks, I was transferred to Fort Story to drive a DUKW (commonly referred to as a “Duck,” a 2.5-ton six-wheel amphibious truck). That job was not the most desirable thing for me, so one morning in the roll call lineup, they asked, “Anyone who can type, raise your hand.” I did and was chosen. I assumed I would be lugging typewriters around, but it turned out Fort Story needed someone to operate the new Crypto equipment the Signal Corps obtained. I was sent to Fort Gordon, Georgia, for Crypto School, and after 10 weeks, I was a certified Cryptographic Technician.

After the Army, I got married and went off to Indiana University to get a degree. At the time, I was a local preacher for the Methodist Church and had several churches in southern Indiana that I visited on Sunday morning. Somewhere along the way, I realized that I really didn't want to be a minister and changed my major to business. We lived in a 24-foot trailer at IU in university housing and within walking distance to most of the campus. The trailer court where we lived had a building for the laundry machines, and an adjacent room was large enough to build a layout. I asked the trailer court manager if I could use the room, and he agreed — as long as what I did could be put away when I wasn't using the room. So, another 4x8 piece of plywood on top of a conference table got me started railroading again.

I had a limited budget to work with, so my locomotives were Rivarossi steam locomotives, and I started collecting Athearn freight cars. I stayed on at IU, earned an MBA, and was finishing my summer session for a doctorate when my wife became pregnant with our first child. I thought maybe I should get a job. I interviewed at Shell Oil Company for a position in the human resources department at a chemical plant in Belpre, Ohio. Belpre was just across the Ohio River from Parkersburg, West Virginia.

The house we lived in in Parkersburg on 24th Street had a basement, and within a week after moving there, I discovered Wilson's Train Shop. I got to know Harry Wilson pretty well and often accompanied him on Sunday drives to Pittsburgh to buy supplies for his business. It was quite an experience to walk through the aisles of model train wholesalers with boxes of stuff stacked floor-to-ceiling. I started building a layout from plans I found in *Model Railroader* magazine. It was my first attempt at hand-laying track, and for a beginner in this area of modeling, I was pleased with my efforts. I still purchased turnouts because building the frogs seemed to be an overwhelming task. The layout progressed really well, and I had fun running trains and switching the yard. After two years of working in the chemical plant, Shell transferred me to Los Angeles to work in the West Coast Exploration & Production Division. I purposely built my layout in sections that bolted together and could be moved.

When I arrived in Los Angeles and started looking for a house, I quickly learned there are no basements in Los Angeles. Period, the end. When our furniture arrived in LA, I put my layout in the garage for storage. My railroading was replaced by other activities, involving sport car racing. In 1973, I was offered a job in Palo Alto, California, to work for a pharmaceutical company. We moved north, and (as in Los Angeles) there were no basements. This whole time I was without a railroad, but I continued acquiring railroad stuff.

After a divorce in 1975, I spent the next eight years being a single dad with two children — a rarity in the 1970s and 1980s. When I first moved to Palo Alto, I was very involved in sports car rac-

ing. I had a nice 1970 Porsche 914 that I raced on every track on the West Coast from Portland, Oregon, to Carlsbad in Southern California and Phoenix Fast Track in Arizona. After a few years, I realized racing really cut into my social life and raising my two children. I sold my 914. In 1983, I met a young lady at ALZA, where we both worked. One thing led to another, and I married Jeanie in St. Thomas, Virgin Islands, while on vacation together in 1986. She was not much interested in railroading but understood my passion for it.

Shortly after we got married, I started building a layout in our garage. Unfortunately, that meant the two Porsches I had acquired would spend their winter days in the rain outside. I thought about buying a shed and putting it in the backyard, but the city of Palo Alto had far too many rules and regulations for sheds to even consider it. One day, Jeanie said, "You're self-employed; rent a bigger office." So I rented a 20x30 office with four rooms: one 10x30 and three 10x10s — it was train room heaven. I started by purchasing a truckload of lumber from Sievers Benchwork. I am totally convinced this is the way to go with benchwork. Everything comes cut, sanded, and with the necessary hardware to put it all together. My oldest son and I put up the benchwork for the entire layout in less than a day. Five years ago, Google purchased my office complex, and I figured it was time to move since I wouldn't be able to finish the layout before I had to tear it up.

I moved to a new, much larger office, located about the same distance from my home, 8/10ths of a mile. I now had a 50x22-foot office. I had to arm-wrestle my landlord for permission to cut through some walls to make sure the parts of the previous layout would fit nicely.

In addition to my family, there are a number of people I would like to mention who have helped me along the way. Harry Wilson, the owner of Wilson's Hobby Shop in Parkersburg, West Virginia, gave me the name of my railroad: the Ohio & Little Kanawha Railroad. Parkersburg is where the Little Kanawha River runs into the Ohio River. Before the pandemic, I had Tuesday workdays on my railroad, and Ray Lombardi, Earl Girbovan, and

Paul Hanson joined me to help build this venture. Seth Neumann and Chuck Catana also helped set up my dispatcher panel on a computer. Charlie Getz has built several structures for my layout, and those structures are certainly award-winning in any contest. Earl has also built many, many structures, and he, too, is an award-winning-caliber modeler. Paul has built several structures, and I am amazed at the quality of his work. He could also be an award-winning molder. He also is hands-down the best ballaster on this planet. Ray does magic with his track-laying skills, and his ability to fix turnouts and repair locomotives is truly phenomenal.

My railroad was featured in the February 2021 *NMRA MAGAZINE* and is described in detail with many photographs.

Until the pandemic hit last year, I was hosting operating sessions on an almost monthly basis. The last one was in March 2020, and things had gone somewhat downhill since, meaning I needed to do some serious work cleaning track and dusting stuff to getting trains up and running again. I'm hoping to resume operating sessions in mid-July and will most likely, for the near future, require attendees to have been thoroughly vaccinated.

John Abetacola from TSG Multimedia videoed my railroad for this summer's NMRA virtual convention.

Please look for my railroad on the virtual layout tours of the NMRA Convention.

Earning my Master Model Railroader[®] was a fair amount of work, but nothing that I wasn't doing already in building my railroad. I scratchbuilt all turnouts on my layout using Fast Tracks fixtures, I had a turntable in place, and scratchbuilt many structures along with scenery. I met all the electrical and civil requirements in the course of building my layout. The most difficult was Cars. Due to my advanced age (I'm now 80) and failing eyesight, this Certificate proved to be the most time-consuming.

I'm glad I finished the requirements as it represents a significant achievement in model railroading. I'm MMR[®] No. 679 of all the members of the NMRA, so that alone is something special. I truly believe most people who are part of this hobby can achieve the requirements for being a Master Model Railroader[®]. You just have to get busy and do it.

**Certificates Earned
Ted Stephens, MMR[®] 679**

Chief Dispatcher

Association Volunteer

Model Railroad Engineer – Electrical

Master Builder – Structures

Model Railroad Engineer – Civil

Master Builder – Scenery

Master Builder – Cars

**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!



**CHUCK DILJAK EARNS
MASTER MODEL RAILROADER® #682**

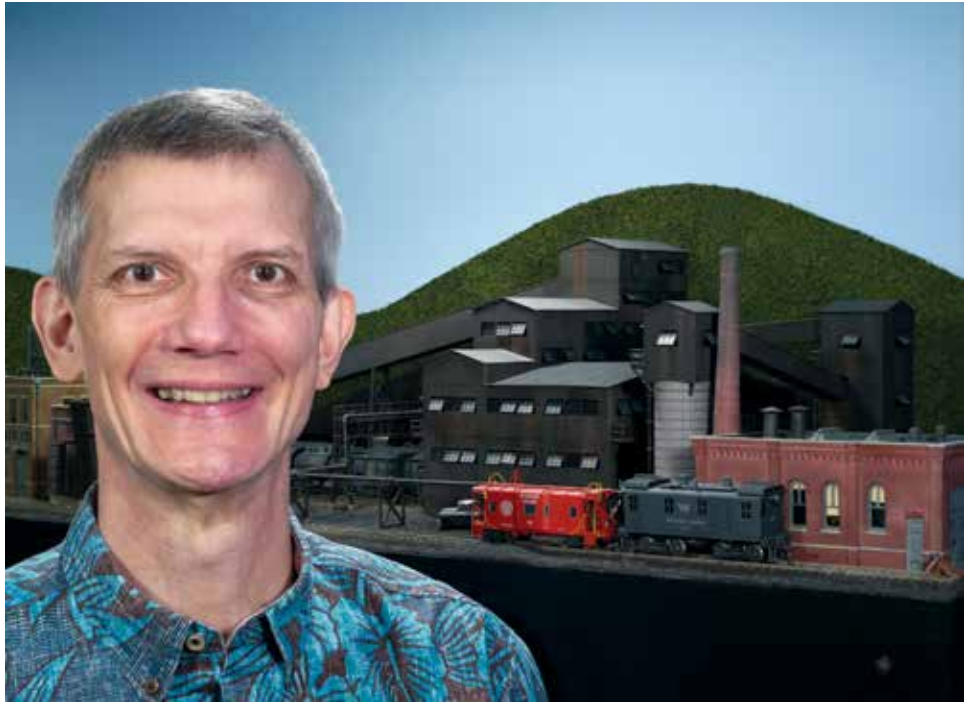
I am honored to achieve Master Model Railroader®. Achieving MMR® is the final spike in my 15-year journey in the Achievement Program. I thought by participating in the Achievement Program, I would learn about many areas of model railroading with which I was unfamiliar. However, I gained so much more. The program gave me the confidence to do things I did not think I could do. It pushed my boundaries and raised my modeling skills. And it has given me greater enjoyment of the hobby.

But it didn't start that way. I was one of those people on the fringe who didn't see the benefits of joining the NMRA. Then, in 2005, I decided to join so I could meet up with my good friend Gerry Leone in Cincinnati for the National Convention and see what this NMRA thing was all about. Call it serendipity, but at that convention, I started working on my first AP certificate, Association Volunteer, when Jan Wescott, HLM, asked Gerry and me to help her with the Membership Services Department. Gerry earned his Master Model Railroader® that year while my focus continued to be on other things model railroading.

Then another friend, Norman Frowley, achieved MMR® 382 in 2006. Norman was the first MMR® for my NMRA Division, the Garden State Division in the Northeastern Region. He was also the Division's Achievement Program Chairman. After seeing my early model work, Norman encouraged me to pursue the title of Master Model Railroader®. Coincidentally, there are exactly 300 MMRs separating the two of us.

Norman's successor as the Division's Achievement Program Chairman is another good friend, MMR® Bruce DeYoung. Bruce and I often traveled together to Division events. During those drives, we had conversations about the Achievement Program.

Because of Gerry, Norman, and Bruce, I studied each of the Achievement Program's categories to determine which ones I considered doable or had an interest in. It did not look good. Of the 11 categories, I was interested in only three:



Structures, Author, and Volunteer. I considered Chief Dispatcher and Scenery as "maybes." That's when I decided the Achievement Program would not determine the path I took in building my layout. I told Bruce and Gerry I planned to continue building my layout, and if I met the requirements of a certificate along the way, I would file the paperwork for it.

Let's rewind a moment to explain why I love model railroading.

I received an AHM HO-scale train set for Christmas when I was five. My older brother had an HO slot car set, and we combined the two when Aurora introduced its railroad crossing. There was also a Lionel train set that both of my brothers enjoyed as children. As I got older, my interests expanded from running the trains to building structures, designing layouts, and more.

Model railroading encompasses many subjects I enjoy: history, architecture, design, and puzzles and problem-solving. I enjoy reading about American history, including biographies and historical events. I discovered model railroading has a rich history. I have read many interesting books on the history of my favorite railroad, the Lehigh Valley. I have also done considerable research on anthracite mining, the main industry on my northeastern Pennsylvania-based railroad, the freelanced Wyoming Valley. With this historical research, I constructed many

structures, track, and cars for the layout and published articles.

At one time I considered a career in architecture since I enjoyed designing and building structures during my teenage years. During that time, I worked after school in a clothing store housed in a late-1800s downtown storefront that made me nostalgic for similar structures for my model railroad. My discovery of Magnuson Models kits during those years was the fuel I needed to enjoy the hobby further.

Model railroading is also an artistic outlet for me. I studied accounting and information systems in college and had a successful career in a position that was a hybrid of these two fields with a major manufacturing company. While I spent my daytime hours working on spreadsheets, managing computer systems, and solving accounting issues, I needed an outlet for my creative energy. And I found it in model railroading, not only with the models and the layout, but I also learned about graphic arts, generating artwork for logos, signs, and more.

Finally, puzzles and strategy games are other favorites. Steve King's article on the topic of car cards and waybills in *Railroad Model Craftsman* in the late 1970s fascinated me, and I incorporated it into my teenage layout, the Upper Tulpehocken & Iron Mountain. After taking a sabbatical from the hobby during

college and the early years of my career, I rediscovered the hobby and found Bruce Chubb's book, *How to Operate your Model Railroad*. I was fascinated by Bruce's use of computers in his operations, partly due to my career. I eventually found and used ShipIt for my current layout and later switched to JMRI Operations Pro, turning my model railroad into a puzzle or strategy game for me.

On the Way to MMR®

By 2008, I received two of the three certificates I considered doable, Model Railroad Author and Association Volunteer. Model Railroad Author was the first certificate I earned after publishing several articles in *Railroad Model Craftsman*. Volunteering was the second certificate, beginning with helping Jan with the NMRA Membership Services Department. Jan also asked me to manage the 100% NMRA Club program. Volunteering did not stop there. At the local level, I became editor of my Division newsletter, *The Whistle Post*, and joined the Garden State Division board. As editor, I redesigned the newsletter's format and got my first taste of graphic arts when I developed a new masthead and other artwork. My graphic artwork continued to evolve for my model railroad and NMRA projects, with the most notable being new logos for my Division and, recently, the Northeastern Region. Even after meeting the requirements for Association Volunteer, I continue to enjoy giving back to the organization, helping organize the 2018 Northeastern Region convention, producing the Constant Contact emails for the Region, and serving on the Division and Region boards.

After earning those certificates, a couple of things happened. The first was a result of changes I made to my layout to improve its track design. One improvement added a reversing loop, satisfying the requirement in Electrical to turn a locomotive, and flipped earning this certificate from a "No" to a "Yes" in 2013, an example where I met the requirements of a certificate while my priority was on building my layout.

The second incident resulted from attending the Hartford National convention in 2009 after participating in a Fast Tracks Make-and-Take clinic. It was a fantastic opportunity to learn how to build trackwork without investing anything other than the clinic fee. With that

success and the knowledge gained, I bought the fixtures and tools I needed to build more track for my layout, building a turnout, crossover, and a scale track for my coal mine, and earning the Civil certificate in 2018.

Between Electrical and Civil, I also earned that third initial "doable" certificate, Structures, in 2017. Structures are my favorite aspect of the hobby, and to this day, I do not understand why it took me so long to earn this certificate. Now I had five certificates. Suddenly, Master Model Railroader® was within my reach. But I needed two more certificates.

The first one was an unexpected change to the requirements for Association Official. I was elected President of the Garden State Division in 2018. In 2019, the NMRA Board of Directors approved a change to the Association Official requirements, expanding the eligibility for Division Presidents/Superintendents to earn this certificate after three years in this position. I completed my third year as President in May 2021, flipping Association Official from a "No" to a "Yes" for my sixth certificate.

Number seven: I am knocking on the doorstep of Master Model Railroader®. I have come this far, and it would be foolish of me not to finish. At this point, I changed the position I established during my long-ago discussions with Bruce and Gerry regarding the Achievement Program by prioritizing what I would work on next. I had to choose between Motive Power and Cars. I felt more comfortable building cars because many modelers have told me they are structures on wheels. Structures I can do! But, my hesitancy in building them was the brake system, something I knew little about and which looked terribly complex to build. But I was not going to let the brake systems of cars put the brakes on earning my Master Model Railroader®. Learning how to build them is what the program is all about. Staying at home during the pandemic forced me to focus on building the cars I needed, completing the requirements in May 2021. I was so excited to hand in my final paperwork!

Earning Master Model Railroader® is not a solo journey. I must thank several people for encouraging my model railroad hobby. First of all, my parents, Paul and Jeannette, for initially kindling my imagination with that AHM train set when I was five years old. Throughout my

childhood, they continued to encourage my hobby interest with trips to Charlie Farmer's Model Train Shop near Elmira, New York, presenting me with model railroad-related gifts for my birthday and Christmas, and taking me to visit local model railroad clubs. Unfortunately, Jan Wescott, HLM, did not live to see me obtain my MMR®, but I think she would be thrilled to know that she is the one who started me down this path. I also need to thank Gerry Leone, MMR®, HLM, Norman Frowley, MMR®, and Bruce DeYoung, MMR®, for their mentorship and friendships. They encouraged and offered guidance over the years instead of pressure to do more. I also thank the many model railroad friends I have made over the years, especially Rich Wehr, Fred Dellaiacono, Andy MacVie, Jim Fawcett, Jim Homoki, Bob Dennis, and the many others who have encouraged me on this incredible journey. Most of all, I thank Marcia, my best friend, life partner, and wife, for her tremendous encouragement and unquestioned support. She has been with me through all my highs and lows during my Achievement Program journey. And what a journey it was!

This is why I love model railroading.

Certificates Earned Chuck Diljak, MMR® 682

- Association Volunteer
- Association Official
- Model Railroad Engineer – Civil
- Model Railroad Engineer – Electrical
- Master Builder – Structures
- Model Railroad Author
- Master Builder – Cars

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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>