

# NMRA BULLETIN

## DEPARTMENT & PROGRAM MANAGERS

Chief Administrative Officer —  
Jenny Hendricks  
P.O. Box 1328  
Soddy Daisy, TN 37384-1328  
O: 423-892-2846 Fax: 423-899-4869  
e-mail: [hq@nmra.org](mailto:hq@nmra.org)

Library -  
423-892-2846 or [nmraops@nmra.org](mailto:nmraops@nmra.org)

Education Department Manager —  
Michael Hohn, MMR®  
Morgantown, WV 26501-4535  
+1 (304) 296-6303  
e-mail: [educate@nmra.org](mailto:educate@nmra.org)

Howell Day Museum Committee Chair —  
Allen Pollock  
Jefferson City, MO 65102-0243  
H: 573-619-8532  
e-mail: [museum@nmra.org](mailto:museum@nmra.org)

Information Technology Department —  
Gert 'Speed' Muller  
Murphy, TX 75094-3524  
+1 (469) 345-0022  
e-mail: [itmanager@nmra.org](mailto:itmanager@nmra.org)

Development & Fund Raising Department  
Manager — Alan Anderson  
West Jordan, UT 84088 H: 801-613-0801  
e-mail: [fund@nmra.org](mailto:fund@nmra.org)

Marketing Consultant  
Christina Ganzer Zambri  
Somerset, NJ 08873 H: 732-609-5221  
e-mail: [marketing@nmra.org](mailto:marketing@nmra.org)

Meetings & Trade Show Department  
Manager — Bob Amsler  
Saint Louis, MO 63111-2338  
H: 314-606-6118  
Fax: 314-754-2688  
e-mail: [conv@nmra.org](mailto:conv@nmra.org)

Publications Department Manager —  
Riley Triggs  
Austin, TX 78704  
(512) 636-3521  
e-mail: [pubs@nmra.org](mailto:pubs@nmra.org)

Standards & Conformance Department  
Manager — Andy Zimmerman  
e-mail: [tech-chair@nmra.org](mailto:tech-chair@nmra.org)

**Have you changed your address or  
other membership information?  
Notify Headquarters**

**e-mail: [hq@nmra.org](mailto:hq@nmra.org)  
Phone: 423-892-2846 (8am-4pm ET)  
Mail: P.O. Box 1328  
Soddy Daisy TN 37384-1328**

## REGION PRESIDENTS

Australasian Region—Duncan Cabassi  
Sinnamon Park, QLD, Australia  
M: 61 0424 844 807  
e-mail [president@nmra.org.au](mailto:president@nmra.org.au)

British Region—Jonathan Small, MMR®  
Millfield, Vyner Road North, Bidston Hill  
Prenton, Merseyside, CH43 7PZ  
United Kingdom +44 7976 636592  
e-mail: [brprez@nmra.org](mailto:brprez@nmra.org)

European Region—Alain Kap, MMR®  
Kammerforststrasse 3a  
D-54439 SAARBURG, Germany  
Phone: +49 6581-603045  
Mobile: +352 691-325089  
e-mail: [erprez@nmra.org](mailto:erprez@nmra.org)

Lone Star Region—Donna Orr  
2625 Rolling Meadows Dr.  
Rockwall, TX 75087  
e-mail: [lsrprez@nmra.org](mailto:lsrprez@nmra.org)  
H: (972) 342-8598

Mid-Central Region—David Neff  
5479 Chestnut Hill Dr., Willoughby, OH 44094  
H: (440) 269-1229 e-mail: [mcrprez@nmra.org](mailto:mcrprez@nmra.org)

Mid-Continent Region — Brad Slone MMR®  
PO Box 313, Dixon, MO 65459.  
H: 573 308 7144  
e-mail: [mcorprez@nmra.org](mailto:mcorprez@nmra.org)

Mid-Eastern Region—Kurt Thompson, MMR®  
350 Ternwing Drive, Arnold, MD 21012  
410-507-3671 (cell)  
e-mail: [merprez@nmra.org](mailto:merprez@nmra.org)

Midwest Region—Bob McGeever  
309 W Randolph St., Stoughton WI. 53589  
H: (608) 873-4529 e-mail: [mwrprez@nmra.org](mailto:mwrprez@nmra.org)

Niagara Frontier Region—Richard Hatton  
205 Country Lane, Stayner ON L0M 1S0  
705-428-9997 e-mail: [nfrprez@nmra.org](mailto:nfrprez@nmra.org)

North Central Region—David Capron, MMR®  
12201 Podunk Ave NE, Greenville, MI 48838  
H: (231) 944-8576 e-mail: [ncrprez@nmra.org](mailto:ncrprez@nmra.org)

Northeastern Region—Ed O'Rourke, MMR®  
36 Nursery Ln, Syracuse NY 13210  
H: (315) 247-0494 e-mail: [nerprez@nmra.org](mailto:nerprez@nmra.org)

Pacific Coast Region—Frank Markovich, MMR®  
1904 Chula Vista Dr., Belmont, CA 94002-3622  
H: (408) 505-2727 e-mail: [pcrprez@nmra.org](mailto:pcrprez@nmra.org)

Pacific Northwest Region—Jeff Herrmann  
PO Box 1012, Rathdrum, ID 83858  
H: (714) 651-3903 e-mail: [pnrprez@nmra.org](mailto:pnrprez@nmra.org)

Pacific Southwest Region—Pat Raymer  
2655 El Caminito, La Crescenta, CA 91214  
H: (818) 957-7351 e-mail: [psrprez@nmra.org](mailto:psrprez@nmra.org)

Rocky Mountain Region—Lowell Didas  
4894 S. Forest Circle, Taylorsville, UT 84129  
801-759-7829. e-mail: [rnrprez@nmra.org](mailto:rnrprez@nmra.org)

Southeastern Region—Roy Masterson  
3502 Glendon Dr., Chattanooga, TN 37411-4114  
H: (423) 227-0334 e-mail: [serprez@nmra.org](mailto:serprez@nmra.org)

Sunshine Region—Jeff Guzowski  
4658 N Candlewood Dr.  
Beverly Hills, FL 34465  
e-mail: [ssrprez@nmra.org](mailto:ssrprez@nmra.org)

Thousand Lakes Region—Jay Manning  
7100 Stoney Creek St., Sioux Falls, SD 57106  
e-mail: [tlrprez@nmra.org](mailto:tlrprez@nmra.org)

NMRA Canada President—Ed Molenkamp  
Edmonton Alberta T5M 2M9  
e-mail: [presca@nmra.org](mailto:presca@nmra.org)

**Region Secretaries: send all  
changes in Region officer infor-  
mation to the NMRA Secretary:  
[secy@nmra.org](mailto:secy@nmra.org)**

## ACHIEVEMENT PROGRAM

### NMRA AP CERTIFICATE REPORT

APRIL 2022

#### GOLDEN SPIKE

##### Australasian Region

Eric Coughlan, Freshwater, New South Wales, Australia

Phillip Flynn, Pottsville, NSW, Australia  
Gary Sardoni, Toowoomba, Queensland, Australia

##### North Central Region

Milt Moore, Gibraltar, Michigan

##### Pacific Northwest Region

Andrew DeBaun, Coos Bay, Oregon  
Peter Shergold, Vancouver, British Columbia, Canada

##### Rocky Mountain Region

Keith Hayes, Denver, Colorado

#### MASTER BUILDER - MOTIVE POWER

##### Mid-Central Region

Richard Maloney, Louisville, Kentucky

#### MASTER BUILDER - CARS

##### Midwest Region

John Leow, Marquette, Michigan

##### Pacific Northwest Region

Doug Burton, Camrose, Alberta, Canada  
Warren Smith, Meridian, Idaho

#### MASTER BUILDER - STRUCTURES

##### Australasia Region

Peter Jensen, Narar, New South Wales, Australia

##### Mid-Central Region

Gregory Ohlmacher, Lawrence, Kansas

##### Northeastern Region

Jeff Hanke, Cheshire, Connecticut

##### Pacific Northwest Region

Larry Brumback, Missoula, Montana

#### MASTER BUILDER - SCENERY

##### Northeastern Region

Jeff Hanke, Cheshire, Connecticut

#### MASTER BUILDER - PROTOTYPE MODELS

##### Mid-Central Region

Richard Maloney, Louisville, Kentucky

#### MODEL RAILROAD ENGINEER -

##### ELECTRICAL

##### Australasia Region

Peter Jensen, Narar, NSW, Australia

##### Pacific Northwest Region

Larry Brumback, Missoula, Montana  
Bert Cripe, Port Orchard, Washington

#### CHIEF DISPATCHER

##### Australasia Region

Anthony Palmer, Wakerley, Queensland, Australia

##### Mid-Eastern Region

Michael Bonner, Powhatan, Virginia  
Eric Dervinis, Downingtown, Pennsylvania

##### Pacific Northwest Region

Timothy Horton, North Vancouver, British Columbia, Canada

##### Southeastern Region

Gerald Mabry, Meridian, Mississippi

#### ASSOCIATION OFFICIAL

##### Northeastern Region

Greg Williams, Canterbury, New Brunswick, Canada

#### ASSOCIATION VOLUNTEER

##### Mid-Central Region

Joe Mehalic, North Royalton, Ohio

##### Pacific Northwest Region

Mark Stephens, Tahuya, Washington  
Bill Voogd, Spokane, Washington

##### Pacific Southwest Region

Terry Dorsett, Chandler, Arizona

#### MODEL RAILROAD AUTHOR

##### Mid-Central Region

Richard Turton, Morgantown, West Virginia

##### Mid-Eastern Region

William Mosteller, Fairfax, Virginia

##### Northeastern Region

Andrew Castle, Enfield, Nova Scotia, Canada

#### MASTER MODEL RAILROADER®

MMR® #704 Doug Burton, Camrose, Alberta, Canada

MMR® #705 Richard Maloney, Louisville, Kentucky

# NOTICE OF 2022 ANNUAL MEETING

## MIKE CUMMINGS, NMRA SECRETARY

The National Model Railroad Association, Inc. will hold its 2022 Annual General Meeting Thursday, August 11, 2022 at the Marriott Grand, 800 Washington Ave, St. Louis, MO. The meeting begins at 8:00 PM CDT.

All members are welcome.

You may send questions to the President prior to the meeting. Questions may be on any aspect of the NMRA. Questions and answers will be posted on the NMRA website no later than August 3, 2022.

Questions to the President should be submitted in advance to the Vice President at [vpresident@nmra.org](mailto:vpresident@nmra.org) beginning July 1, 2022 and no later than July 20, 2022.

## FRED SOWARD

EARNs

MASTER MODEL RAILROADER® #698

It's been a long road to Master Model Railroader® from my first railfan adventures with my uncle Roger in Los Altos, California. Until just a few years ago, I didn't even know I was going to go on this trip. It's certainly been a fun, interesting, although sometimes intense, learning adventure over the past few years. If someone looks closely at the Achievement Program certificates I earned, they'd think it only took seven years to get there. But that would be far from the whole story. And, just like those early railfan trips, I wasn't alone; a lot of people helped me along the way.

It's a good thing there are a few photos of those adventures with my uncle because, at just three and four years old, I sure don't remember them. I do remember the American Flyer train set that showed up under the Christmas tree and the 4x8 plywood layout my father and I assembled in the garage — a hinged drop-down affair that could only be used when the family station wagon didn't occupy the garage. Because it folded up snug against the wall, there was no opportunity for scenery. I'm convinced that was a foreshadowing of my current lack of enthusiasm for actually working on scenery.

That layout disappeared when I lived with Dad after my parents divorced. I never knew what happened to the layout, but Dad and I were in a one-bedroom apartment, so there was no room for anything related to model railroading. We visited model railroaders who were building layouts in their garages, and we frequented hobby shops where we both watched in awe as brass steam locomotives made their way along scratchbuilt trackwork. We finally moved into a small house in Rio Del Mar, California. There was no room for a full layout, but we did build a small switching layout. I supervised while dad scratchbuilt a couple of turnouts and about eight feet of track. I ran a small interurban locomotive I'd built from a kit back and forth on that demonstration layout, but that's as far as that layout went.

At about the same time, my grandparents purchased a used Lionel O27 set from neighbors. It found its way under their Christmas tree, and, with the help of our grandfather and my eldest sister Lynda, a

layout was created. We built an elaborate figure 8 with an over-and-under mini-helix on one end. My grandparents stored that layout, built on a 4x8 sheet of plywood, on edge on their covered patio in Los Altos when I wasn't visiting them. It progressed to the point where all the uprights were painted battleship gray, similar to the Oakland Bay Bridge, and a very rough-looking cardboard passenger station was placed by the single siding on the layout. We had great fun running that layout, stopping to pick up and drop off passengers and the occasional freight car for the team track. It weathered well and provided enjoyment for my sisters Lynda and Tracy, my brother Terry, and me for several years. Any substantive amount of scenery would've been destroyed every time we set it on edge for storage, so once again, no scenery.

Moving in with my mother a few years later meant a move to Illinois. There was no storing a layout on the patio this time, and we didn't have a garage, either. Instead, my brother and I convinced the powers that be (mom) that we should have bunk beds. That way, we could use the other half of the room for an HO-scale layout. I claim this as my first successful land grab/negotiation. We created a twisted figure 8 layout on yet another 4x8 sheet of plywood. We had a small town with a few industries near the front edge of the layout, along with two bridges (one kit and one scratchbuilt), a very dark-green stream painted directly on the plywood, and some distant never-to-be-defined or created scenery in the background. When we moved to Wisconsin a few months later, the layout went into the attic of that house, then to a relative with a young family in the area for a short time before meeting its final demise in a burn barrel.



**Above:** Fred Soward (right), who was Division 8 Superintendent at the time, presents Joe Fields with his Chief Dispatcher Certificate. Fred chose this image for his MMR® write-up to honor the late Joe Fields, who inspired him to complete the Scenery certificate — one Fred never planned to attempt.

The Wisconsin living quarters had zero room for a layout, not even a small switching layout. Almost all model railroading activities stopped until I went to college. The exception was purchasing an N-scale Arnold-Rapido Santa Fe *Chief* set purchased from my wages working at a Stuckey's store. The train set was occasionally set up on the kitchen table for a couple of hours to amuse my half-sister, Donna, and then taken down and stored in its box until the next time. Amazingly, that set is still with me and actually found its way to the office one Christmas season about ten years ago when I created a small 'round the Christmas tree shelf layout to amuse (and annoy) my co-workers.

College is a four-year "no time for trains" event for most of us. But in my case, Betty and Bob's Hobby Shop opened in town during my sophomore year. They were looking for help building a small layout in a back corner of the shop. A small group of my friends and I took care of that task. Benchwork, trackwork, and wiring all went smoothly. We even lettered a couple of locomotives and cabooses as the "Dodd Valley RR" in honor of the shop owners. We all learned a lot about negotiations, coordination of effort, and defining shared goals in our informal club. The end of the spring semester happened about the same time scenery was to begin. We did get the



valley and some basic hill shapes poured with plaster, but we ran out of time as we went our separate ways for the summer. When we returned, we found the shop owners had decided to go a different direction with the layout, making it a bit smaller, and restarting with a different group of people who had stayed in town for the summer. Unfortunately, by the time we all graduated from college, the hobby shop had closed its doors. I still have a Dodd Valley F7 and caboose in a very striking yellow-and-brown paint scheme (vaguely resembling the TC&W paint scheme) somewhere in a box under the current layout.

After college, I spent 20 years on active duty. During that time, I built two modular HO-scale 18-inch by 8-foot switching layouts, with each module being four feet wide. The first layout was built on my first tour to Germany. I constructed the base with 1x4s supporting a 1/2-inch piece of plywood with a slab of Homasote on top. All the trackwork was hand-laid Code 70 rail; no PC board ties; no jigs; no fixtures. This was old-school — a paper template, wood ties, spikes, small files, solder, and a whole lot of fun. Without exception, this trackwork was the best I have ever put down on a model railroad. It arrived at Fort Sil, Oklahoma, without any issues, but it did not survive the subsequent move to Fort Ord, California. Before delivering our household goods to us, the movers put them into temporary storage and re-packed the two modules out of my sight. When the modules were unwrapped at delivery, I saw a mostly twisted mass of rails. I would've easily won the “a

tornado has been here” module contest if I was modeling Kansas. The good news was I had not yet started scenery on those modules. I salvaged some of the hand-laid trackwork to be used on the layout we're building in the basement. The good folks at The Engine House in Sunnyvale did show some sympathy for me when I brought the modules to them for an estimate to send to the moving company. More importantly, they also had some very nice Shinohara Code 70 turnouts and flex track that went into the second modular layout I built while on active duty.

By the time I entered high school, I'd already decided what area I would model. And I had decided on a railroad name: the Santa Cruz & Felton. My grandparents' home in Zayante, California, was a short walk to the original South Pacific Coast right-of-way through the Santa Cruz Mountains. My grandfather was a security guard for the “Western States Atomic Vault,” which was a converted tunnel on that line. (Don't get excited about the name — they stored documents and microfilm for several companies with the promise that anything in there would withstand a nuclear attack.) My grandparents' home was also just a 10-minute drive to Roaring Camp & Big Trees Narrow Gauge Railroad. I visited that railroad the first summer it opened — before the line even reached the forest. All those things greatly influenced the decision to model that area. Later, while visiting my father in Mt. Shasta, California, during a two-week leave, I almost got sidetracked on that decision when he introduced me to the

McCloud River Railroad. After all, who could pass up orange-and-white SD38s, the McCloud 2-6-2 Prairie No. 25, the unique double-door boxcars converted from all-door boxcars, and the two “shorty” cabooses? The photos I took on this trip and on later trips to visit the area helped when I worked with author and historian Jeff Moore to advise Athearn on the most recent release of the McCloud SD38s.

And then Dad took me a little further north to view the Yreka Western. What an in-

teresting little railroad that was. Again, I was tempted to change direction. Instead, I kitbashed and detailed an HO-scale boxcar based on photos from that trip. I documented that build by writing an article published in a 1981 Paint Shop column in *Model Railroader* Magazine. That article became the first entry in my pursuit of the Author certificate.

The second modular layout I built while on active duty safely made the trip from California to Kentucky. It worked well, but I determined it was ridiculously overbuilt when it was time for a second tour to Germany. I decided to take it apart and salvage what I could from the Shinohara track. And, besides, it was at the point where I really needed to start working on scenery.

While stationed in Germany the second time, I found a nearby hobby shop and picked up a bit of German model railroad equipment. When that hobby shop had a close-out sale on Kibri layouts with pre-made scenery, Kibri structures, and Fleischmann sectional track, I suddenly had a completed layout on my hands. Add a few Preiser figures along with a handful of Wiking and Busch vehicles, and I was in business in a room of our cellar previously used as a wine and beer cellar. The trains didn't seem to mind, and neither did I. That layout has been brought out a couple of times over the years, most notably for our Division 8 Train Show and Sale events, where it helped me move forward on my Volunteer certificate. The structures also fulfilled part of the Golden Spike requirement.

When I returned to the US and wrapped up my active duty service, I focused on what would happen during retirement, so the trains stayed in boxes and waited. Retirement brought a totally new career and a lot of new learning along with it. The intense educational experience for the first few years was almost like being back in college, except I wasn't living in a dorm room, and I was dependent on myself for all my income. No grants, scholarships, or work-study this time. So, the trains continued to stay in boxes. I did visit train shows, picking up a few things here and there, but there was virtually no model railroad activity.

On a whim, I decided we should attend the 2005 NMRA National Train Show in Cincinnati, Ohio. Barbara, my wife of almost one year at that time, had never been exposed to model railroading other than her brother's Lionel train set that was built on a 4x8 sheet of plywood so it would slide under his bed. She was aware I was a



Above: A young Fred and his sister Lynda work on the Lionel O27 layout.

model railroader, but only because she had seen the boxes, and we had talked briefly about it. After entering the train show, all I heard from her over the next two hours was, “I had no idea,” and a couple of other statements that really can’t be printed in the *NMRA MAGAZINE*. Bottom line: I had married a model railroader; she just didn’t know it.

We joined the NMRA in 2010, in part to attend 75th Anniversary National Convention in Milwaukee, Wisconsin. Things had settled down a bit for us, and it was time to start thinking seriously about that model railroad empire I’d been planning for several decades. Our entry into the local Division was a bit surprising. Tom Guenther, one of my Information Technology students who had been in several of my classes for several years, greeted me at the door, and that’s when we discovered we both had an interest in model railroading. Later, I became a regular on his layout, putting in time as an engineer, yardmaster, and dispatcher. Tom, our mutual friend Bob Dawson, and I worked together to complete the Chief Dispatcher certificate. We learned a lot about operations and applied that knowledge to improve operating sessions on Tom’s layout.

Both Barbara and I volunteered to help with Division 8 Train Show & Sale events, and we volunteered to work on the Division 8 Contest Committee. There were a few other volunteer activities, including working marketing for the 2017 Mid-Central Region convention, during the first few years in the NMRA. By the time the convention rolled around, we had both earned our Volunteer certificates.

A short time before our Division hosted the 2017 MCR convention, I volunteered to create a modular 2x12-foot switching layout. Based on my wife’s request, the layout was based on her hometown of Pikeville, Kentucky, in 1981. It seemed like a great opportunity to get back into building a model railroad, and I thought it would be a good testbed for us. Even with some last-minute help from the Division 8 Superintendent, Russ Weis, I barely finished it in time for the convention. Scenery was a brown latex-painted top and slips of paper to identify the industries. It was a hit for the few who were brave enough to try their hand at the layout! My favorite comment from one of the operators was that it was “intense.” We have transported the layout to several of our Division train show and sale events, but with a much simplified and, therefore, less

“intense” switch list. We’ve had all ages of operators, from 5 to 95, run the layout. Over the course of several years, I added some basic scenery and structures to the layout but never really did much until I was encouraged to spiff it up a bit and add a few items to it so that I could submit the paperwork for Golden Spike. I easily met the requirements with several freight cars and structures I’d worked on many years earlier.

Based on my experiences with hand-laying track on that first modular layout many years earlier, I knew I’d work on the Civil Engineer certificate. I also knew I’d be able to count the trackwork on the Pikeville layout as part of the requirements for total installed track. We were in a new house, and I was retired from my second career. We quickly built the benchwork for phase one of twelve for the Santa Cruz & Felton layout with a small work crew. Over the course of a couple of months, Homabed, flex track, and scratchbuilt turnouts were laid down. This trackwork, plus what I’d put down for the Pikeville modular layout, met the qualifications for the Civil Engineer certificate.

If you’re keeping count of certificates earned, that’s four down, three to go. After finishing the evaluation of the Civil Engineer Certificate, Joe Fields, MMR®, our Division 8 Achievement Program Chairman at the time, talked with me about the next steps. I was already in my second year as the Division 8 Superintendent and running unopposed for my second term, so I felt confident that Association Official would be number five. I was planning to work on the Master Builder – Cars certificate, and I thought my last certificate would be Master Builder – Structures. If you’ve read the first part of this, you already know that Master Builder – Scenery was *not* on the table. But Joe tried to talk me into it. He said that if I just added another module onto the Pikeville modular layout, I’d have enough square footage to qualify for Scenery. He agreed I would also need to do a bit more scenery work on the existing modules to qualify for the Scenery certificate. He also said that I might learn something about scenery along the way. I basically told him, “thank you very much for your concern and thoughts, but no.” Scenery was not in my plans.

During the COVID-19 lockdowns, I was swamped as the Division 8 Superintendent, keeping all our members actively engaged through virtual meetings, with additional email, Facebook, and YouTube content being produced frequently, plus additional

meetings, so there wasn’t much actual model railroading being done. But through it all, what Joe said to me about working on the Scenery certificate was rumbling around in my head. And then, six months after he evaluated my Civil Engineer work, we lost Joe to COVID. And I thought about it some more. I thought about it *a lot* more. I slowly and very quietly began working on that fourth module and sprucing up the scenery on the first three modules. And so, while working toward the Scenery certificate, I thought a lot about Joe Fields. And I thought a lot about all the other model railroaders we’ve lost over the years. I really wasn’t thinking of the work that went into the Master Builder – Scenery certificate when I received the actual certificate, but of the model railroaders who were silently with me, looking over my shoulder, while I worked on it.

Suddenly, there was one remaining: Master Builder – Cars. At that point, it was a little more than seven months before the Indy Junction 2022 convention kicked off in May 2022. I decided I wanted to assist with the Modeling With The Masters® sessions during the convention, which meant I had to complete this final certificate well before then. With some encouragement and guidance from Bob Weinheimer, MMR®, I decided to move forward in October during a three-day operating session trip to his Pennsylvania Southern layout. My wife, Barbara, will confirm that most days from October 2021 through February 2022, I rarely left the basement car building workshop except for meals and bedtime. Through it all, wake-up was early, and bedtime was late, but I finished it all in time to meet the requirements for that final Achievement Program certificate in February, well in advance of the convention.

Now that my four-year stint as superintendent has come to a close, I think I’ll finally have time to devote to building this Santa Cruz & Felton Railway layout that, so far, has only been built to completion in my head. Maybe, someday, I’ll even add some scenery to it.

**Certificates Earned**  
**Fred Soward, MMR® #698**

**Association Volunteer**  
**Chief Dispatcher**  
**Model Railroad Author**  
**Model Railroad Engineer – Civil**  
**Association Official**  
**Master Builder – Scenery**  
**Master Builder – Cars**

# NOTICE OF 2023 ELECTIONS

**MIKE CUMMINGS, NMRA SECRETARY**

**THE FOLLOWING NMRA BOARD OF DIRECTORS POSITIONS ARE OPEN FOR ELECTION IN 2023:**

**CENTRAL DISTRICT DIRECTOR**

**CANADIAN DIRECTOR, NMRA CANADA PRESIDENT, NMRA CANADA VICE PRESIDENT**

**REGIONAL ADVISORY COUNCIL (RAC) DIRECTOR**

The current Central District Director is term limited and therefore is ineligible to be a candidate for this election. The current Canadian Director, NMRA Canada President, NMRA Canada Vice President and RAC Director are eligible to be a candidate for this election.

Please check Section E of the Corporate Policies & Procedures Manual located at <https://www.nmra.org> for the extent of the districts affected. Candidate Statements are limited to 400 words.

**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"

**CENTRAL DISTRICT DIRECTOR**

Submission of candidates' names for consideration for the position of Central District Director shall be submitted to National Nominating Committee Chair Pat McCarthy at [nominations@nmra.org](mailto:nominations@nmra.org) no later than July 1, 2022.

**CANADIAN DIRECTOR, NMRA CANADA PRESIDENT, AND NMRA CANADA VICE PRESIDENT**

Submission of candidates' names for consideration for the positions of Canadian Director, NMRA Canada President, and NMRA Canada Vice President shall be submitted to NMRA Canada Nominating Chair Brian Stokes at [cannominations@nmra.org](mailto:cannominations@nmra.org) no later than July 1, 2022.

**REGIONAL ADVISORY COUNCIL (RAC) DIRECTOR**

Submissions of candidate statements for RAC Director shall be submitted to RAC Nominating Chair Pat Raymer at [PSRPREZ@nmra.org](mailto:PSRPREZ@nmra.org) no later than September 1, 2022.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the appropriate nominating committees. Requirements for submitting by petition are contained in the CPPM. All submissions by petition shall be received by the NMRA Secretary at [secy@nmra.org](mailto:secy@nmra.org) no later than September 15, 2022.

Members with questions about the election may contact the NMRA Secretary at [secy@nmra.org](mailto:secy@nmra.org).