

NMRA BULLETIN

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NMRA AP CERTIFICATE REPORT

MARCH 2024

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MASTER MODEL RAILROADER®

MMR® #760 Donald Cipolla, Hurricane,
West Virginia

AP QUESTIONS: If you have questions about the AP program or requirements, start with your local or Region AP manager. If you still have questions, contact Frank Koch at achiev@nmra.org.

PHILLIP BURNSIDE

EARNs

MASTER MODEL RAILROADER® #754

I started building wooden craftsmen kits with my father in the 1970s. We lived in Baltimore, Maryland, and had a small, 5x10-foot layout in the basement. Modeling trains was our shared hobby, and the layout was mostly the Baltimore & Ohio Railroad. I developed a lot of my modeling skills as a member of the Baltimore Society of Model Engineers, which I joined in 1978.

Due to space limitations during my young adult years, I spent a lot of time photographing prototype trains and building models of cars and engines. Because my work took me to many locations, I photographed trains whenever and wherever possible. Many of my photographs will be listed if you “Google” my name. But still no layout for me at this point.

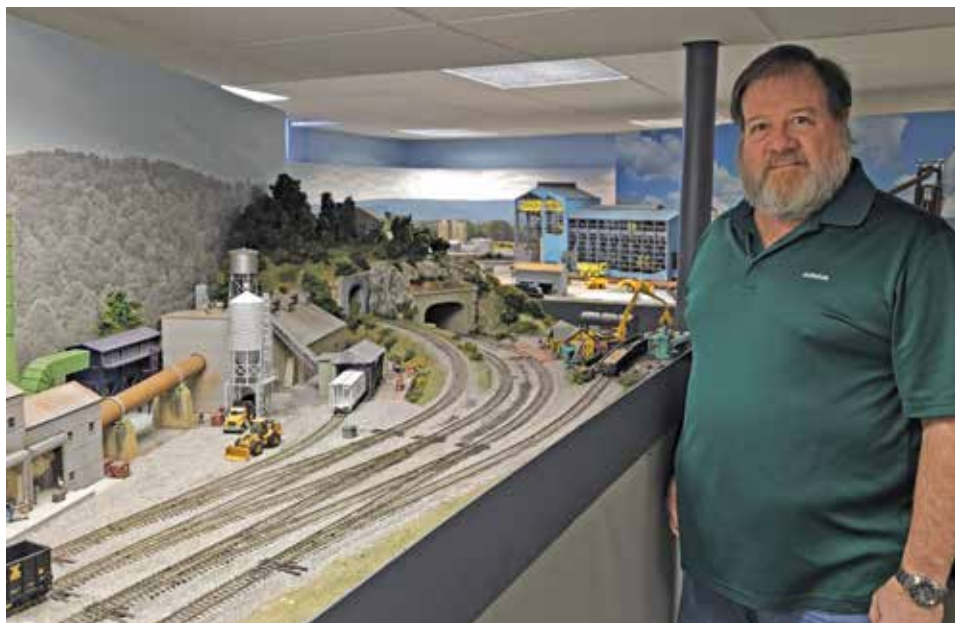
I got into steel mill modeling in 2000 after I got a chance to go through the U.S. Steel Edgar Thomson Works and take pictures of the major parts of the mill. Based on this new area of interest, I started purchasing the appropriate Walthers kits and trying to add more detail to them based on my photographs. The blast furnace model I built moved from Pittsburgh to California to my present home.

Eventually, I moved to the central Indiana area, close enough to the Big Four Yard in Avon that I could hear it from my home.

In 2010, I bought a large home with a basement and an attached apartment. In 2011, my father moved to Avon to live with us and joined me in building our first large layout that eventually took over the entire basement. The track even goes behind our washer and dryer. It includes a cement plant, coal mine, farm, town, a rolling mill (based on the mill in Irwin, Pennsylvania), the Clairton coke works, the Edgar Thomson steel mill, the Conneaut ore docks, and an ore boat (the SS Arthur M. Anderson).

At the same time, I got into 3D-printing to build models of items not commercially available in kits. I started by printing a lot of small items for details. In those days, 3D-printers were expensive, and the smaller ones were the only option for home use.

In 2015, I became a board member of the new Steel Mill Modelers Special



Interest Group (SIG). For my first highly detailed project, I built an animated model of the blowing engines used to push high volumes of air into the blast furnace. I entered it into the 2016 NMRA National Convention model contest, and it became my first merit award-winning model. The model also won the NMRA Dean Freytag industrial structure award. That same year, my 3D-printed model of an electric shunt locomotive won first place in the diesel and other locomotives category, as well as the Bachmann Innovation award. Attending my first national convention and winning these awards set me on the road to Master Model Railroader®.

That year's convention also included our home on the layout tours, and more than 75 visitors came to our house by bus.

I ran into problems with 3D-printing because it was difficult for some people to accept these models as scratchbuilt, which needed recognition for the personal effort and skills involved in making a model this way. There was quite a learning curve and prejudices to overcome. Sometimes I had to be patient, and sometimes I had to go to other Regions for judging, but I persevered. Over time and with expanding knowledge, 3D-printed models became accepted by the majority of the NMRA community.

In 2017, the Steel Mill Modelers held its annual meet in Merrillville, Indiana. One of the hotel's guests just happened to be a Nucor Steel executive, and he saw our banner on the other side of the lobby

area. He approached our then-president, Bill Wolf, which began a new relationship for the SIG. Nucor asked us to create a model of its Crawfordsville, Indiana, plant and allowed me to visit the plant to photograph the equipment and facilities. That collaboration resulted in a 16-foot model that traveled to Rapid City, South Dakota; Kent, Ohio; the plant and museum in Crawfordsville; and the 2018 NMRA National Convention in Kansas City, where it won the Merit Award and Fantasonics Engineering “Model Most Deserving of Sound” award.

The Nucor project also resulted in a book. I thought it would just be articles for the *Steel Mill Modelers Journal*, but there was too much information. As a result, I wrote the *Modern Steel Mini-Mill Details for the Modeler*. My wife did the editing and graphics layout, so it became a labor of love.

I finished my seventh and eighth Certificates by taking 13 cars and four locomotives to the 2023 NCR Convention in Ft. Wayne, Indiana. I plan to complete all 11 Certificates.

I am still on the Board of the Steel Mill Modelers, and I also serve as the Paymaster for the CID of the NMRA. I am also a Board Member At Large for the Midwest Region.

I often write articles for the Steel Mill Modeler SIG quarterly Journal, and these articles include my 3D creations so others can see how things are built. My wife is the editor and graphic designer. She had to add

me as the “technical advisor” because she does not speak railroad. We now have the time to travel and aim to take as many train and industrial photographs as possible.

I am still working, and my duties include mentoring young engineers as they learn to apply the skills they acquired in college to real-world situations. I intend to do the same for new modelers as they learn not only model railroading, but also master modeling skills.

Certificates Earned Phillip Burnside, MMR® #754

Master Builder – Cars
Master Builder - Structures
Master Builder - Scenery
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MMR EARNED

DON CIPOLLA

EARNs

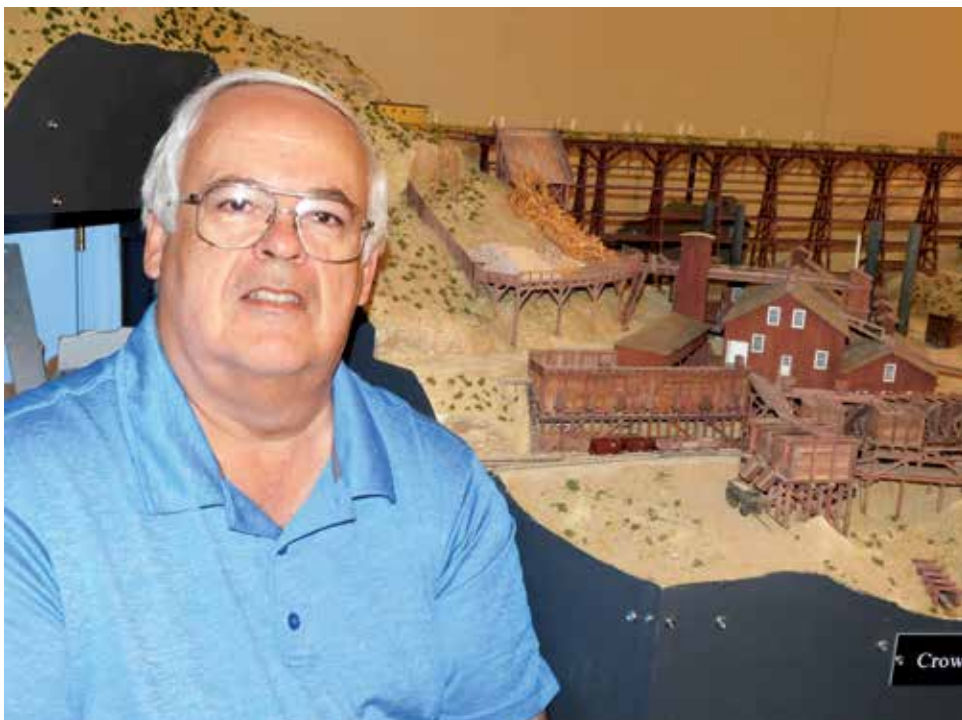
MASTER MODEL RAILROADER® #760

Like many of the MMR® biographies, my model railroading introduction occurred at an early age. I have photos of me at 11 months old standing among my dad’s annual Christmas tree Lionel layout. As the years progressed, the operation increased in size, reaching a point where some furniture had to be removed from the living room for the holidays. Dad constructed many scale buildings from balsa; amazingly, a few survived heavy use by three boys and numerous grandchildren. I have a coaling tower he built and one of his 1950s Santa Fe Lionel passenger trains on a guest room display shelf.

My dad instilled in me a “pay attention to detail” mentality — probably why I like researching and modeling as accurately as possible. When I began commuting to the University of Illinois – Chicago for my chemical engineering education, Dad suggested building a layout in the basement and I jumped at the chance. We chose HO scale plan No. 48 in Kalmbach’s “101 Track Plans For Model Railroaders” because it fit the available space. The track plan was based on Nevada’s Virginia & Truckee Railroad.

We dove in headfirst by deciding to hand-lay track. I am unsure if wood ties were available then, but our method was to cut thousands of wood matchsticks to tie length. A tool & die maker by trade, my dad soon had filing, soldering, and spiking jigs for No. 6 turnout parts. He even built a rail-bending jig that made laying curves easier by not wrestling with the rail. I’m still using those tools 45-plus years later.

A move to Ohio after graduation to begin my engineering career doomed my first layout, but my enthusiasm for V&T



continued to grow. My wife Chris and I started searching for a house, educating the real estate agent about the real purpose of a basement. While I had joined the NMRA in college, I wasn’t active. An invitation to a Mid-Central Region – Division 1 meeting propelled me to learn what the NMRA had to offer. I soon found myself responsible for Division 1’s 1988 MCR convention layout tour (in the days before Google Maps). Editorship of the Division 1 monthly Peddler Freight newsletter came next. These projects brought me to the beginning of my MMR® journey when I received the Association Volunteer certificate in 1992.

About this time, our 8-year-old son Tim’s fascination with aviation led the family into the R/C flying hobby. Layout construction slowed because we had so much fun at the flying field as a family. Soon, a yearlong production plant construction project in West Virginia had me commuting

home on some weekends in the mid-1990s with nothing getting done in the basement. The V&T layout in our Ohio home was dismantled in 1997 when we were transferred to the production plant in West Virginia. To my shock, I learned that most houses in our area did not have basements, and none were available during our one-week house hunt.

Model aviation continued as our family hobby throughout our son’s high school years. He went on to earn an aviation degree in 2005 from Southern Illinois University. He’s now a captain for Southwest Airlines. This entire time without a layout was not train-free — I continued to acquire more books and conduct more research on the V&T.

In 2009, I decided to pick up model railroading again. I chose the 1875 V&T as my era because the “Big Bonanza” was near its peak. I had been preparing drawings and collecting information for three decades, so I eagerly jumped back in. I like

trestle bridges, so I started big — V&T's Gold Hill Crown Point Trestle (CPT). The bridge measures 351 feet long and 85 feet tall, and I built it to 100 percent HO scale, detailing it as accurately as possible. It contains 2,000-plus pieces of scale lumber and more than 8,400 nut-bolt-washer castings.

With our son married and out on his own, I acquired his bedroom and began constructing my current layout in 2012. Progress was slow due to 24/7 on-call responsibilities at work. Since retirement in 2021, the pace has greatly improved!


I was a lone wolf modeler. When Chris, my wife of 41 years, got sick and entered hospice in 2021, she was more worried about me than what was happening to her. She encouraged me to rejoin the NMRA so that I would get out and meet new people with similar interests. Even though I belong to a small Division, I've met some wonderful modelers I now call friends. At each meeting, our AP Chair Bob Weinheimer (MMR® #402) encourages the group to join the program or keep pushing forward if started. Looking through the certificate requirements, I realized I had almost completed all of the construction for Scenery and Structures. I received those at the end of 2022.

The expansion of my layout into the office, two closets, and a stairwell gave me the opportunity to work on the Civil and Electrical certificates. I received those in the summer of 2023. Having only completed one scratchbuilt Merit-awarded piece of rolling stock left a lot of car building to be done. Superdetailing a V&T locomotive was also required to complete Prototype Models.

Construction continues on the scenery and hundreds of structures required to fill in the remaining areas of my layout. Invitations to join Bob's and future MMR® Jerry Doyle's (Jerry has earned six certificates) operating sessions showed me another fun part of the hobby. I am excited to begin hosting operating sessions and sharing my layout and love of the model railroading hobby with others.


Certificates Earned
Don Cipolla, MMR® #760

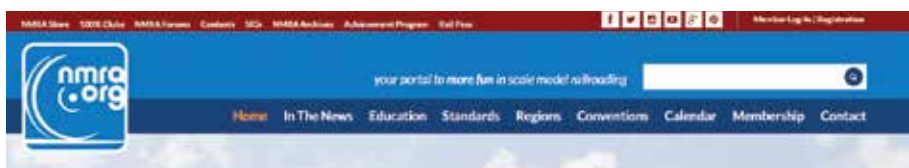
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- Master Builder – Structures**
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- Model Railroad Engineer – Civil**
- Master Builder – Cars**
- Master Builder – Prototype Models**



Finding Members Only Content on the NMRA Website

Looking for some great how-to modeling videos? Like to watch clinics from past NMRA conventions presented by some of the best modelers in the world? Maybe you'd like to watch some professional model railroad videos, or read the archive of modeling articles featured in the Division Business Car Column under the NMRA@HOME icon. (See the second screen grab below). All this and more is waiting for you in the Members Only section of the NMRA website at NMRA.org.

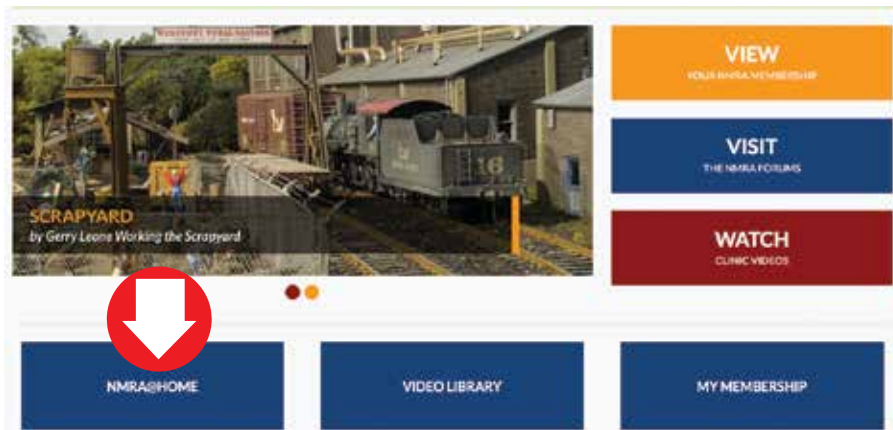




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Now whenever you go to the NMRA webpage, you can access all the Members Only content you want. Just click the “Member Log-In/Registration” heading on the red bar, enter your username and password, Click “Log In” and you’re there! For Division Business Car readers there’s even a shortcut. Just click on the link you’ll find in the NMRA Turntable, the e-publication that arrives every month in your inbox.



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