



NMRA BULLETIN

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ACHIEVEMENT PROGRAM

Dave Bartz Earns MMR 369

My first train was an American Flyer, O-gauge, steam freight set. It was a very good set with a 4-6-2, well-detailed locomotive. All of my friends who were fortunate enough to have electric trains had the "other brand" that was more popular in the late 40's - Lionel. I did not have any operating log dump cars, coal loading tipples or men putting milk cans in refrigerator cars. Looking back at those times, maybe that sealed my interest in model railroading. Not having the variety of things to ask for at Christmas and birthdays, I resorted to adding scenery and trying to modify the rolling stock that I did have to try and level the playing field. Not all my modifications were successful and I am sure the scenery was very basic, but for a 10-year-old kid I was satisfied that my layout was as good as the Lionel owners with their bare plywood.

I continued to add to the basic 4' x 8' plywood till my father said there was no more space available. All I ever wanted for presents were items for

my railroad empire. I enjoyed that first experience in model railroading until I was into my mid-teens and discovered cars, jobs and girls - not necessarily in that order.

After four years in the Navy, marriage and house payments, 46 years ago I once again began modeling with a train layout. This time I had a 6' x 12' space to fill with a much bigger layout, so I switched to HO scale. This layout was completely finished with some scratchbuilt and kit-built structures as well as all the land forms. I also added a feature that I saw on some big-club layouts, a wall-mounted status board that contained an accurate scale representation of the layout with green and red lights to indicate the turnout positions. My layout was not large enough to require this feature, but I always thought they were very impressive.

I have built two more layouts since that original 6' x 12', a 17' x 11' and my current HO layout that is 12' x 36'. Each of these was completely finished with



many structures, bridges, trestles, mountains, tunnels, etc. The last two layouts also had operating three-color, scratchbuilt block signals as well as steam and diesel sound systems. They also had scale status boards with all turnout positions and block power sta-

BULLETIN BOARD

Achievement Program

NMRA AP Certificates

Report for March 2006

*Indicates first Certificate of Achievement

Golden Spike

Robert Brown, Bray Park, Australia
 David Howarth, West Pymble, Australia
 Denis Lane, Morningside, Australia
 Walter Palmer, Sawtell, Australia
 Dan Pickard, Geelong West, Australia
 David Kerns, Tallahassee, FL

Master Builder - Motive Power

David Bartz, Maryland Heights, MO
 Marion Brasher, Spring Valley, IL
 William Brown, Jamesville, NY

Master Builder - Cars

John Griffith, Lorton, VA
 James Wise, Peoria, IL

Master Builder - Structures

Denis Lane, Morningside, Australia*
 Grant McAdam, Ormond, Australia*
 Rodney Smith, Baulkham Hills, Australia*

David Greer, Lexington, KY
 Marvin Kempner, Boynton Beach, FL

Master Builder - Scenery

Allen Hare, Stokes Valley, New Zealand
 Denis Lane, Morningside, Australia
 Walter Palmer, Sawtell, Australia*
 Rodney Smith, Baulkham Hills, Australia
 Mark Ward, Toowoomba, Australia

Master Builder - Prototype Modeler

None this month

Model Railroad Engineer - Civil

David Greer, Lexington, KY

Model Railroad Engineer - Electrical

Piet Hamersma, Seven Hills, Australia

Chief Dispatcher

Gilbert Brauch, Hickory, NC

Association Official

Grant McAdam, Ormond, Australia
 John Plott, Council Bluffs, IA*
 Phillip Hutchinson, Montgomery, AL*
 Marvin Kempner, Boynton Beach, FL

Association Volunteer

John Plott, Council Bluffs, IA
 George Bloodworth, Alpharetta, GA*
 Phillip Hutchinson, Montgomery, AL

Model Railroad Author

Marcus Ammann, Pymble, Australia*
 Eric Bennett, Bayview, Australia
 John Hunter, Stawell, Australia*

Michael Weiss, Dallas, TX*

Norman Frowley, Orange, NJ

Bruce Bowden, Calabash, NC*

Marvin Kempner, Boynton Beach, FL

Master Model Railroader

David Bartz, Maryland Heights, MO
 Marion Brasher, Spring Valley, IL
 William Brown, Jamesville, NY

Membership Thermometer

	Total	Count Change
Apr. 2005	19,284	.2
May 2005	19,404	120
Jun. 2005	19,471	.67
Jul. 2005	19,389	(82)
Aug. 2005	18,654	(735)
Sep. 2005	19,298	644
Oct. 2005	19,352	.54
Nov. 2005	19,399	.47
Dec. 2005	19,337	(62)
Jan. 2006	19,579	242
Feb. 2006	19,430	(149)
Mar. 2006	19,442	.12
Apr. 2006	19,511	.69

tus indicated, this time with LED's instead of incandescent lights.

In 1999, my wife and I went to Europe on a Kalmbach *Trains*-sponsored tour. We rode every type of train that exists in Switzerland, Austria and Northern Italy. I purchased a Swiss N-scale passenger set with an electric engine. Now, in addition to my HO layout I have an 11' x 8' N-scale all-European layout of my idea of the Swiss Alps.

I have three sons. One boy, Paul, helped with the electric layout wiring, another, Glen, with scenery and one, John, actually learned how to run the second layout. Unfortunately, none of them have committed themselves to model railroading at this time. My wife, JoAnn, does enjoy going to regional and national conventions with me and has become a very good supporter of my "train" interests. She has not done any modeling,

but has hand painted all the background scenery for my last three layouts. Almost all vacations include train rides either scheduled or "tourist" trains.

I have been a member of the NMRA, Gateway Division, Mid-Continent Region since 1975, and have known of the AP program for many years. After an open-house tour of my layout, someone mentioned that I should have my layout judged for the Scenery AP award. That was in 1994, and after completing the paperwork I had my first award. Civil and Electrical Engineering followed by again completing the paperwork. The main requirements had been met by building the layout and not even considering the AP requirements. The work as co-chairman of the "company store" for the 2001 National convention in St. Louis, and serving as "clerk" for our Gateway Division earned Volunteer. By now I had all the scratchbuilt struc-

tures required for that award and the paperwork was becoming easier for me to complete. That left one more AP category and two more awards to receive the MMR rating. I had never scratchbuilt cars or certainly motive power before. It took me some time to get the courage to begin my first car, but once started I found I really enjoyed this new segment of the hobby. That gave me the incentive to tackle the motive power award and complete all the requirements for MMR.

I strongly recommend that if you currently have a layout, that you invite your local AP chairman to visit and discuss the possibilities that you already may have a good start on several AP awards. You may just need a few additional features to receive your first AP award on your trip towards your own MMR patch. 📌

George Pierson Earns MMR 370

I have been told that my fascination with trains began when I was around four years old. My uncle ran a fruit distribution business and would many times take me to ride along on the truck with him. He received his produce shipments at the Rock Island team track in town, and if things worked out, I got a chance to ride in the locomotive while the crew was going about their switching duties.

For entertainment on summer evenings during the war years, I would go down to the Rock Island depot and watch the three scheduled passenger trains arrive and depart. If one was late I "had" to stay until it finally arrived.

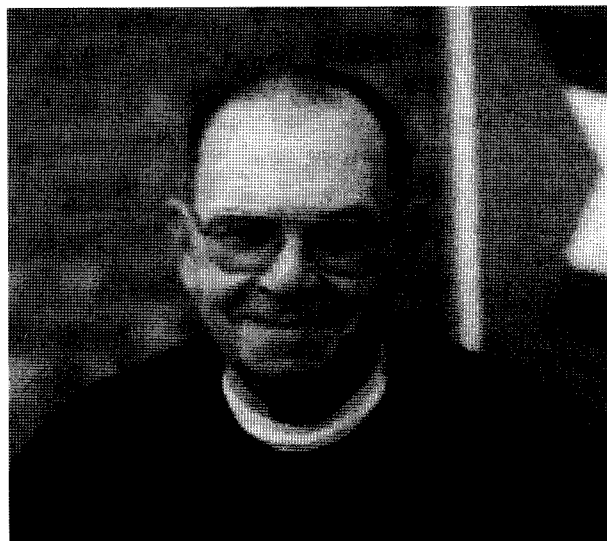
My first electric train came one Christmas when I was five years old; it was a MARX. This would have to make do until later in my life. In high school, my teacher could get American Flyer wholesale, so I graduated to S-gauge. This lasted only about two years, though, because then I discovered HO.

I joined the NMRA in 1955 and began attending Midwest Regions conventions. My first National was Indianapolis where I met Paul Shimada, Faith Rider and Rochella Nash; these people got me involved with the NMRA. In 1964, I was one of the individuals involved with the formation of the Illinois Valley Division of the Midwest Region. After serving three terms as Division Superintendent, I was later elected Division Director at Large. Additionally, I once served a term as President of the Midwest Region.

Way back in the 1960s, I began to get involved with the NMRA's A.P. program. My goal when I started was to be MMR #100! Somewhere along the way, though, job priorities seemed to interfere with the achievement of that goal —teaching Industrial Arts, Driver Education and serving as Yearbook and Photography Advisor began to take up most of my free time.

Over the ensuing years, Bill Ehlert, Al Potts and MWR chairman John Mann were continually after me to finish a long-ago-started, but never-finished project, in order to obtain my final A.P. Certificate to meet the requirements of becoming a MMR. So after eighteen years, that project begun back in the 1980s was just recently completed, making me, *finally*, eligible to attain the status of Master Model Railroader, and I would be remiss if I did not thank them for all of their encouragement and support. The list of my A.P. awards obtained include those in the areas of Motive Power, Scenery, Civil Engineer, Electrical, Chief Dispatcher, Association Official, Association Volunteer, and Model Railroad Author.

Since I retired from teaching several years back, I have acquired more free time and, conse-



quently, I've been able to become more involved in the Midwest Region. Additionally, I've become re-elected as Superintendent of the Illinois Valley Division after a thirty-plus-year interlude.

Over the years I've been in the hobby, I have opened up my model railroad to church, school and Scouting groups. In addition, I have given prototype and modeling-related presentations to a number of church and civic groups, as well as to various regions and divisions within the NMRA. Since retirement, I also own a model railroad shop where my philosophy is to primarily run it as a service to the hobby. I do all of these things as a way to try and give back a bit of what others in model railroading and the NMRA have so generously given me for over fifty years. 📌