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HEADQUARTERS

WHO DO I CONTACT...?

Members needing to make address changes, request back issues, or replacement issues of *SCALE RAILS* should contact Jenny Hendricks at the national headquarters office in Chattanooga, Tennessee, at (423) 892-2846 or by email at nmrahq@aol.com.

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement
FEBRUARY 2007

GOLDEN SPIKE

Mid-Continent Region

Edward Bailey, Florissant, Missouri
Rick Daniels, Kansas City, Missouri

Mid Eastern Region

Edwin Maldonado, Adamstown, Maryland
Bob Stetser, Bethlehem, Pennsylvania

Pacific Northwest Region

Tom Brittell, Bremerton, Washington
Scott Campbell, Arlington, Washington
Alan Carter, Kirkland, Washington
Ron Cole, Kent, Washington
Dave Durfee, Bremerton, Washington
Brian Ellerby, Kirkland, Washington
Tom Goldsmith, Sammamish, Washington
Arthur Knowles, Seabeck, Washington
Dave Kreitler, North Bend, Washington
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Ken Wolfe, Des Moines, Washington

Pacific Southwest Region

Benito Diaz, Lancaster, California
Mel Foster, San Diego, California
Robert Greenwood, Palmdale, California
Richard Revoal, Los Angeles, California

MASTER BUILDER — MOTIVE POWER

Sunshine Region

Stan Seeds, MMR (No. 11 Certificate!),
Ft. Myers, Florida

rev 12-06

All notices of changes or corrections to this page must be directed to the NMRA Secretary

2007 NMRA National Convention Dates and National Train Show Reservations:

Detroit, MI • July 22 - 28, 2007 • Info: • <http://www.nmra.org/2007/>

Trade Show Booth Reservations—Debbie Draper, Registrar • 10837 N. 34th Place, Phoenix, AZ 85028-3310 • (602) 569-9072 • nattrainshow@aol.com
2008—Anaheim, CA • 2009—Hartford, CT • 2010—Milwaukee, WI • 2011—Sacramento, CA

MASTER BUILDER — CARS

Lone Star Region

Lloyd Keyser, Dallas, Texas

Mid-Continent Region

John O'Neill, Grand Island, Nebraska

MASTER BUILDER — STRUCTURES

Lone Star Region

Lloyd Keyser, Dallas, Texas

Mid-Central Region

Gary Shaffer, Kingsville, Ohio

Pacific Northwest Region

Scott Campbell*, Arlington, Washington

MASTER BUILDER — SCENERY

Pacific Northwest Region

Scott Campbell, Arlington, Washington

MASTER BUILDER — PROTOTYPE

MODELER

Mid-Central Region

Gary Metcalf, Louisville, Kentucky

MODEL RAILROAD ENGINEER —

CIVIL

Lone Star Region

Lloyd Keyser, Dallas, Texas

Duane Richardson, Garland, Texas

MODEL RAILROAD ENGINEER —

ELECTRICAL

Lone Star Region

Lloyd Keyser, Dallas, Texas

Duane Richardson, Garland, Texas

Northeastern Region

Dave Martini, Liverpool, New York

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Midwest Region

Donald Cook, Waukegan, Illinois

Southeastern Region

Joe Gelmini, Fayetteville, Georgia

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James Spice*, Beach Park, Illinois

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Midwest Region

Reid Kahrs, Colgate, Wisconsin

James Spice, Beach Park, Illinois

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Northeastern Region

Brian O'Keefe*, Uniondale, New York

Thousand Lakes Region

Timothy Klevar*, Maple Grove, Minnesota

MODEL RAILROAD AUTHOR

Lone Star Region

Charles Romig*, Plano, Texas

Mid-Continent Region

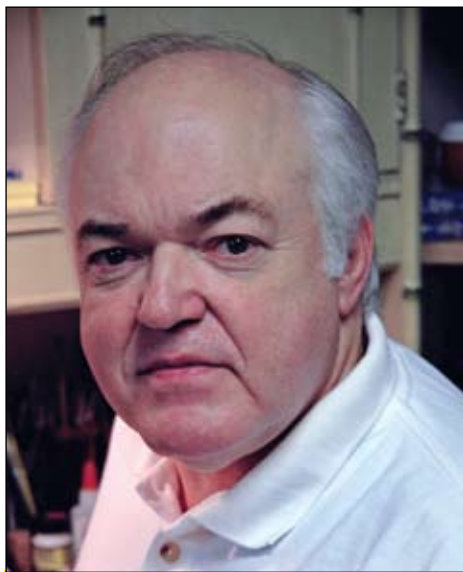
Allen Merta, Cedar Rapids, Iowa

John O'Neill, Grand Island, Nebraska

Midwest Region

S. Robert Guinter, Rockford, Illinois

MMRS EARNED



LESTER J. BREUER EARNS MMR 387

Why my interest in railroading? The simple answer is "trainwatching." I would spend hours watching trains from the yard of my parents' home in Shakopee, Minnesota, a block from the Chicago & North Western main line. Both sets of my grandparents lived near the same Milwaukee Road branch line, providing even more train watching hours when visiting them.

That interest in trains inspired me to build my first HO layout: a 4 x 8-foot sheet of plywood set on top of a steel cot. It was here that my scratchbuilding skills began to develop, starting with a loading ramp made of plaster poured into a wood form. Today, the steam engine that ran on my first railroad is in my display case. Even more amazing, one of the boxcars it pulled, a B&O Timesaver, is still running on my current railroad, the Minneapolis & Northland Railroad Company.

Like many of us, I took a break from trains after my first railroad. Instead, I focused on a two-year business school accounting degree, my marriage to Susan (my best friend in life), a tour in Vietnam, our son Michael, a four-year college accounting degree, and finally a career.

Living in an apartment only a block from The Milwaukee Road main line, it was easy to let that old habit of train-watching return. And along with it came my interest in model trains. I soon began building structures in HO, the scale I had known before.

Once I had several structures built, I told Susan, "Structures need a home on a layout and a layout needs a home in a basement. A basement needs a home under a home, so I guess we will just have to buy a house." Susan liked the idea.

In 1970, we found that home and the first M&N was built. Four years later, we moved to our current home, and I immediately began building the present M&N, incorporating parts of that previous railroad into it.

Today the M&N is a fully scenicked and operational shortline railroad based in Minnesota in the spring of 1955. The railroad was among those on tour during the 1999 NMRA national convention in St. Paul.

Besides the modeling, being active in the NMRA has always been a big part of my hobby. In 1973, I joined the NMRA and the Thousand Lakes Region. The NMRA had just allowed regions to recognize divisions, so I helped incorporate the Twin Cities Division and became its first president in 1982. Not forsaking the region, I also served a term as vice president and five terms as TLR president while serving as trustee on the NMRA board of directors. Finally, I became the last TLR trustee in 2004 when this position was phased out with the reorganization of the NMRA.

While enjoying my life membership in the NMRA, I became interested in the Achievement Program. Through building the M&N and serving in various elected and volunteer offices I qualified for my first two certificates in 1986.

I look back on my time in the NMRA as a long period of fun enjoyed and shared with many lifelong friends I have met because of our passion for trains. As an MMR the fun and service will continue in the "world's greatest hobby."

Lester has earned certificates for Association Official, Association Volunteer, Model Railroad Author, Chief Dispatcher, Model Railroad Engineer-Civil, Master Builder-Scenery, and Master Builder-Cars.



**THOMAS E. MAUSZYCKI, D.D.S.
EARNS MMR 388**

My wife, Leone, and I have been members of the NMRA since 1973. My interest in the Achievement Program developed when I met a fellow dentist, Earl Johnson, MMR 72, at a national convention in the early 1970s. Dr. Johnson's involvement in the AP opened a new dimension for me in model railroading. I envisioned my interest in electronics and scratchbuilding matched the NMRA's AP very closely. This was about the level of my participation in the late 1970s and 1980s, and it remained as such as I was very busy growing my dental practice as well as

building a business and professional office building.

In the 1990s, a good friend of mine, Art Van DeWater, would stop at my office weekly to inquire as to whether I had been working on my railroad. Well, not as hard as he was. Yet, his inquiries revived my interest in my achievement program, that was to become a MMR.

When I retired in 1999, I focused on achieving my MMR. The crucial step occurred when I was asked to join the team of selected judges for the modeling contest at the spring TLR Convention in Winnipeg, Manitoba. My direct involvement in the modeling contest ignited my interests. Now I was truly involved in the development and expansion of my hobby skills with a regional as well as a national group. Plus, I was beginning to contribute new methods and skills that I had learned in my dental profession to the art of model railroading.

The years spent as the model contest chairman, author and volunteer enabled me to understand and work toward being the very best modeler that my abilities would allow. I knew that I still had to strive to improve my skills and techniques in order to become an MMR—my dream.

When I entered the NMRA convention in Toronto in 2003, I was awarded second place in off-line structures for the "Clyde Grade School." The very same structure received the National Contest Chairman's Award as well as the first

place photo match in the popular vote contest.

It was the direct involvement in the NMRA programs that helped me grow.

I have to thank my wife for her support and active participation in the Upper Mississippi Railroad as well as the functions of the TLR. The Upper Mississippi Railroad is one of the railroads featured in a previous Kalmbach publication entitled *20 CUSTOM DESIGNED TRACK PLANS* by John Armstrong.

The Upper Mississippi Railroad required the professional design services of my wife and John Armstrong. The railroad right-of-way begins in Chicago and travels to St. Paul under illumination that represents the changing daylight hours. The terrain varies from the water-level elevation to the elevation of the 600-foot bluffs along the Mississippi River in a purpose-built room measuring 15 x 33 feet.

In June 2007, my wife and I will be hosting the TLR Convention in Winona, Minnesota, entitled "Steamin' to Winona." The theme will be the steam era in southern Minnesota as well as TLR functions aboard the steam powered paddle-wheeler *Julia Belle Swain*.

Thomas has earned certificates for Master Builder—Cars, Master Builder—Structures, Model Railroad Engineer—Civil, Model Railroad Engineer—Electrical, Association Official, Association Volunteer, and Model Railroad Author.

