

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

Library - 423-892-2846 or nmraops@nmra.org

Education Department Manager —
Bruce De Young (HO, HO_{n3})
West Milford, NJ 07480
H: 973-697-8098 C: 201-803-9766
e-mail: educate@nmra.org

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

Information Technology Department —
Ben Sevier
San Diego, CA 92129-2219
(858) 538-9863
e-mail: itmanager@nmra.org

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

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

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

Publications Department Manager —
Don Phillips
Mason, OH 45040-2269
H: 513 226-2233
e-mail: pubs@nmra.org

Standards and Conformance Department
Manager—Carl Smeigh
Wesley Chapel, FL 33543
H: 727-512-9729
e-mail: tech-chair@nmra.org

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

Notify Headquarters

e-mail: hq@nmra.org

Phone: 423-892-2846 (8am–4pm ET)

Mail: P.O. Box 1328

Soddy Daisy TN 37384-1328

REGION PRESIDENTS

Australasian Region—Graham Young
12 Hickory Court, Buderim QLD 4556
H: 61 7 5479 0339 M: 61 418 364 375
e-mail president@nmra.org.au

British Region—Charles Hendy
39 Dartmouth Road
Ruislip, Middlesex, HA4 0DD
United Kingdom +44 7940032509
e-mail: brprez@nmra.org

European Region—Alain Kap, MMR® (HO,
HO_{n3}, On3/30)
Kammerforststrasse 3a
D-54439 SAARBURG, Germany
Phone: +49 6581-603045
Mobile: +352 691-325089
e-mail: erprez@nmra.org

Lone Star Region—Chuck Lind, MMR®
3680 CR 324, Navasota, TX 77868
e-mail: lsrprez@nmra.org
H: (979) 219-3305

Mid-Central Region—Robert Weinheimer
MMR®
398 Mount View Dr., Charleston, WV 25314
H: (304) 343-1428 e-mail: mcrprez@nmra.org

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

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

Midwest Region—Steve Studley
5115 N Echo Bend, Bloomington IN 47404
H: (812) 876-9726 e-mail: mwrprez@nmra.org

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

North Central Region—Scott Kremer
42490 Ravina Ct, Northville, MI 48168
H: (734) 420-2314 e-mail: ncrprez@nmra.org

Northeastern Region—John Doehring
34 Hadley Rd, Pepperell, MA 01463
H: (978) 877-9148 e-mail: nerprez@nmra.org

Pacific Coast Region—Chris Palermo
230 Alberta Avenue, San Carlos, CA 94070
H: (650) 208-3150 e-mail: pcrprez@nmra.org

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

Pacific Southwest Region—Gary Butts, MMR®
5991 Kenwick Cir, Huntington Beach, CA
92648
H: (714) 842-4980 e-mail: psrprez@nmra.org

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

Southeastern Region—Larry Burkholder
206 Coyatee View, Loudon, TN 37774-2172
H: (865) 408-9903 e-mail: serprez@nmra.org

Sunshine Region—David M Barron
2125 Rickover Place, Winter Garden, FL 34787
(407) 625-0309
e-mail: ssrprez@nmra.org

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

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

rev 7/14/20

2021 NMRA National Convention Dates and National Train Show Reservations:
2021 Rails by the Bay • July 4 – 11, 2021 • Santa Clara, California • <https://www.nmra2021.com>
Train Show Booth Reservations—Jenny Hendricks Registrar • P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • ntsreg@nmra.org
• 2022—TBD •

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT JUNE 2020

GOLDEN SPIKE

British Region

Mick Moignard, Aylesbury, United Kingdom

Mid-Eastern Region

Robert Gamble, Cary, North Carolina

Niagara Frontier Region

Gary Reynolds, East Amherst, New York

North Central Region

Richard Neibert, Canton, Michigan

Pacific Coast Region

Alfred Malick, Concord, California
Jesse Walden, Berkeley, California

MASTER BUILDER - MOTIVE POWER Mid-Central Region

Joe Fields, Louisville, Kentucky

Mid-Eastern Region

Dale Ridgeway, Bishopville, Maryland

MASTER BUILDER - CARS

Southeastern Region

Lawrence Burkholder, Loudon, Tennessee

Sunshine Region

Kenneth Farnham, Palm Bay, Florida

MASTER BUILDER - STRUCTURES

Sunshine Region

Kenneth Farnham, Palm Bay, Florida

MASTER BUILDER - SCENERY

Mid-Eastern Region

James Murphy, Cary, North Carolina

Sunshine Region

Beverly Farnham, Palm Bay, Florida
Kenneth Farnham, Palm Bay, Florida
Thomas Salmon, Fort Pierce, Florida

MASTER BUILDER - PROTOTYPE MODELS

Mid-Eastern Region

Alex Belida, Rockville, Maryland

MODEL RAILROAD ENGINEER - CIVIL

North Central Region

Larry Burk, Holly, Michigan

Southeastern Region

Lawrence Burkholder, Loudon, Tennessee

Sunshine Region

Kenneth Farnham, Palm Bay, Florida

MODEL RAILROAD ENGINEER - ELECTRICAL

North Central Region

Larry Burk, Holly, Michigan

Pacific Coast Region

Jon Schmidt, San Rafael, California

CHIEF DISPATCHER

Northeastern Region

Jim Homoki, Hillsborough, New Jersey

Southeastern Region

Thomas Klimoski, Hiawassee, Georgia

ASSOCIATION OFFICIAL

Lone Star Region

Mike Mackey, MMR®, Ft. Worth, Texas
Gert Muller, Murphy, Texas

ASSOCIATION VOLUNTEER

Mid-Central Region

John Luecke, Cincinnati, Ohio
Pam Simpson-Moleski, Amelia, Ohio

Pacific Coast Region

Stanley Keiser, Newark, California

Pacific Northwest Region

Doug Burton, Camrose, Alberta, Canada
Richard Kurschner, Beaverton, Oregon
Kurt Laidlaw, University Place, Washington

Southeastern Region

Brian Ford, Chattanooga, Tennessee

MODEL RAILROAD AUTHOR

British Region

Jonathan Small, Wirral, Merseyside, UK
Keith Webb, Stokenchurch, Bucks, UK

North Central Region

Larry Burk, Holly, Michigan

Thousand Lakes Region

Arthur Suel, Savage, Minnesota

MASTER MODEL RAILROADER

MMR® #655 Lawrence Burkholder
MMR® #656 John Giammasi
MMR® #657 Dale Ridgeway

FROM HEADQUARTERS

VICE PRESIDENT-SPECIAL PROJECTS by Rick Coble, NMRA Secretary

The elected position of Vice President-Special Projects will be eliminated concurrent with the end of the current term Friday, July 2, 2021. The change was approved by the Board of Directors at the 2020 Summer BOD Meeting. The Board of Directors and officers agree that the NMRA would be better served by

returning to the former executive model of Pres-VP-Secretary-Treasurer.

The Board of Directors, Officers, and departments will assume the responsibilities of the Vice President-Special Projects.

For more about the NMRA's National Organization visit the NMRA website. Click "Organization and Structure" in the NMRA Resources section in the blue "footer" on each page.

Notice of 2020 Annual General Meeting

The National Model Railroad Association, Inc. will hold its 2020 Annual General Meeting Sunday, September 13, 2020, at 3 PM EDT.

Due to the cancellation of the 2020 National Convention, the meeting will be held virtually through the video conferencing platform GoToMeeting.

Registration is required to use GoToMeeting. To register, contact the Vice President Administration at VPAdmin@nmra.org or 678-873-3770. You must register no later than September 4, 2020.

Questions to the President should be submitted in advance to the Secretary at secy@nmra.org or 770-633-4531 no later than September 4, 2020.

Change in 2021 Elections Nominations Period Extended

Rick Coble, NMRA Secretary

The Nominations Period for the 2021 Elections has been extended to October 31, 2020.
The following NMRA Officers and Board of Directors positions are open for election in 2021:

**President
Vice President
At-Large North American Director
Eastern District Director, and
Pacific District Director**

The elected position of Vice President-Special Projects will be eliminated concurrent with the end of the current term Friday, July 2, 2021. The change was approved by the Board of Directors at the 2020 Summer BOD Meeting. The Board of Directors and officers agree that the NMRA would be better served by returning to the former executive model of Pres-VP-Secretary-Treasurer.

The President, Vice President, At-Large North American Director, and Eastern District Director will not run for an additional term.

Please check Article III, paragraph 12 of the NMRA Executive Handbook (EHB) located at <https://nmra.org/executive-handbook> for the extent of the districts affected. Qualifications for candidates are listed in the EHB.

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"

President and Vice President

Submission of candidates' names for consideration for the positions of President and Vice President should be made to one of the following no later than October 31, 2020:

National Nominating Committee Chair Mike Brestel at mbrestel@zoomtown.com .
Atlantic District Nominating Committee at AtlNominations@nmra.org.
NMRA Canada Nominating Committee at CanNominations@nmra.org.
Pacific District Nominating Committee at PacNominations@nmra.org.

At-Large North American Director

Submission of candidates' names for consideration for the position of At-Large North American Director should be made to one of the following no later than October 31, 2020:

National Nominating Committee Chair Mike Brestel at mbrestel@zoomtown.com .
NMRA Canada Nominating Committee at CanNominations@nmra.org.

Eastern District Director

Submission of candidates' names for consideration for the position of Eastern District Director should be made to National Nominating Committee Chair Mike Brestel at mbrestel@zoomtown.com no later than October 31, 2020.

Pacific District Director

Submission of candidates' names for consideration for the position of Pacific District Director should be made to the Pacific District Nominating Committee at PacNominations@nmra.org no later than October 31, 2020.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the appropriate nominations committees. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the NMRA Secretary no later than November 30, 2020.

Members with questions about nominations or the election may contact Secretary Rick Coble at secy@nmra.org

FROM HEADQUARTERS: 2020 NMRA HONORS (ADDENDUM)

In addition to those NMRA Honors announced in the August issue, there are some more Meritorious Service Awards (MSA) presented by the various Department Heads to recognize significant volunteer efforts at the National Department level. We congratulate these additional honorees for their selfless service to the NMRA.

The Meetings & Trade Show Department (M&TS) gratefully recognizes the organizing committee of the 2022 Birmingham, UK convention that was canceled due to the COVID-19 pandemic and its cascading impact on future events in the UK. The M&TS Department recognizes the following members for their dedication and hard work: Mike Arnold, Peter Bowen, Kathy Millatt, Mick Moignard, Patrick Grace, Ant Quinlan, Paul Jones, Chris Ibbotson, and Paul Evans.

The M&TS Department presents MSA to the organizing committee of the canceled 2020 National Convention. Although the COVID-19 pandemic led to the cancellation, the committee has agreed to host the 2022 convention in St. Louis, replacing the canceled UK convention. The recipients of MSA are: Jim Ables, Bob Amsler, Brad Joseph, and John Schindler.

The Legal Department is pleased to present an MSA to Chris Palermo for his ongoing work to secure and protect the NMRA's various registered trademarks. This is important work to protect some key parts of our identity and intellectual property.

The M&TS Department awards MSA to the organizers, hosts, and moderators of the NMRAx and GATEWAYx online events. These events are popular and require dedicated efforts to be successful. We recognize the following individuals with an MSA: Brad Anderson, Martyn Jenkins, Bruce Kelly, Gert "Speed" Muller, Gordon Robinson, Brooks Willig, and Bruce Wilson.

Again, we congratulate all the NMRA Honorees for the 2020 year. It is the dedicated volunteers who make it possible to bring members a wide range of benefits.

MMR[®] EARNED

WILLIAM RAYMOND EARNS MASTER MODEL RAILROADER[®] #652

Like so many others, my love affair with trains began at the early age of five when my parents gave me a Lionel train set for Christmas 1953. My father was a career Army officer, so multiple moves and limited space severely hindered my pursuit of model railroading in my early years. By the time my dad retired in 1965, we had moved to Arizona, and high school, girls, slot cars, model rockets, and other interests had a higher priority in my life.

In 1969, I was at a hobby shop in Mesa, Arizona, with a friend of mine who was into gasoline-powered race cars and was looking at the model trains when I saw an AHM N-scale train set. It had a small industrial switcher, three cars, a caboose, and a loop of track — all for \$8. I bought it, took it home, and set it up on



the dining room table. When my mother came home, she saw it and thought it was "cute." That was all the encouragement I needed to buy more track, cars, and locomotives and start building a layout in the corner of the family room.

Unfortunately, this rekindled desire was sidetracked in December 1970, when I was drafted into the Army. After basic training at Fort Ord, California, I was stationed at Fort Riley, Kansas, where I met my future wife and life partner,

Elaine Madden. I got out of the service in 1972, and we were married on April 14, 1973, in Mesa, Arizona, and recently celebrated our 47th wedding anniversary. From the day we were married, she has fully supported me in the hobby of model railroading. Although we initially had a tiny apartment, she granted me enough space to start a 3x6-foot N-scale layout. I also joined the NMRA in 1973 and have been a member ever since.

I returned to college in 1975. After graduating from Arizona State University with my MBA in December 1978, I started my career with Lockheed (now Lockheed Martin) in January 1979, working in subcontract management until my retirement in February 2010. Our son, Tony, was born in 1977, and our daughter, Tracy, in 1980. Between my work, raising a family, and living in nine different homes in four different states over my working career, model railroading was not a high priority. Despite this, a few N-scale layouts were started but, of course, never finished.

We moved to Georgia in 1991, in a house with a basement, and I started another N-scale layout. I also started attending the Piedmont Division's monthly meetings, joined a local N-scale club, and in 1994, served on the convention committee of the 1995 NMRA National Convention in Atlanta as the N-scale Coordinator. Shortly after the convention, the Division had to move their meeting location to the other side of the metro area, which (combined with my added responsibilities at work and extensive travel) severely limited my ability to attend. While I was unable to attend many Division meetings, I was able to participate in eight National Conventions between 1997 and 2010.

In 2005, my wife and I decided to build a new home in Jasper, Georgia (60 miles north of Atlanta), and I started designing a new 24x28-foot N-scale railroad: The New York, Pennsylvania & Ohio Central (NYP&OC RR). I had "discovered" operations in 1995, and this was to be an operations-oriented railroad, so I joined the Operations Special Interest Group (OPSIG). We moved into our new house in October 2005, and construction of the railroad started in September 2006. Working mostly on my own and primarily on weekends, fairly good progress was made on the layout, and the "Phase 1" main line was completed in November

2009. The layout was on the Piedmont Pilgrimage layout tour for the first of six consecutive years in November 2009, and I hosted the first of many operating sessions in December 2009. I retired from Lockheed Martin in February 2010, and with the available amount of time for the layout increasing dramatically, the Golden Spike Ceremony for the NYP&OC RR was finally held on September 22, 2010.

I was also now able to return to being more active in the Piedmont Division of the SER, which led to meeting Bob McIntyre (now deceased). After seeing my layout on the Piedmont Pilgrimage, he strongly encouraged me to get involved in the Achievement Program. Luckily for me, "The Year of the MMR[®]" series of articles had run in *SCALE RAILS* in 2008. When I eventually started on my Certificates, these became an invaluable resource.

I did finally start working on my first Certificate, Association Volunteer in early 2012. Because of my involvement in the 1995 NMRA National Convention, displaying my N Trak module at numerous NMRA National Conventions, and my then-current involvement on the committee for the 2013 NMRA National Convention as the OPSIG Coordinator, I already had more than the 60 points required. I received the Association Volunteer Certificate in March 2012, followed shortly thereafter with the Chief Dispatcher Certificate in April 2012.

Building my latest N-scale layout was a huge benefit to completing the requirements for my next three certificates; Master Builder–Scenery, Model Railroad Engineer–Electrical, and Model Railroad Engineer–Civil, receiving all three Certificates in December 2012. My next Certificate, Master Builder–Structures, took longer than I anticipated, but I finally completed all the requirements and received my sixth Certificate in October 2015. Of course, the plan was to immediately start on my seventh and final Certificate, Master Builder–Cars, but the unexpected occurred.

In January 2016, my wife and I decided to sell our home in Jasper, Georgia, and move to Hendersonville, North Carolina. So, in April 2016, I tore down the NYP&OC RR, salvaging as much track and as many structures as possible. One section of the layout, which was an add-on and therefore was like a module, was easily removed. We moved into

our new home in Hendersonville in May 2016, and while the basement area was smaller than what I had before, there was still plenty of room for a layout. While I did doodle with some plans using the salvaged section of the layout as the core component, I did not start a new layout until just recently. I also started attending numerous local op sessions; joined the Apple Valley Model Railroad Club; was helping a friend of mine, Henry Freeman, build his large HO railroad based on the Baltimore & Ohio Chicago Terminal Railroad; became involved with the local Division (I am now Superintendent of the Carolina Mountain Division), and was serving on the Board of Directors of OPSIG (from July 2014 to July 2020 and as its President from July 2017 through July 2020). Needless to say, work on my last Certificate was not happening.

Fortunately for me, the Division AP Chairman, Ben Bartlett (MMR[®] 434), also happens to be a good friend of mine and a fellow operator. He was always encouraging me to start work on getting my Cars Certificate to complete the requirements to receive my MMR[®] certification. Eventually, I listened.

The Carolina Mountain Division hosted the SER Convention in June 2018, and I was determined to submit at least one car for AP judging and hopefully receive a Merit Award. I entered an HO-scale wood truss rod flatcar, and it did receive a Merit Award. A year later, at the 2019 SER Convention, I submitted my next car — a scratchbuilt HO-scale B&RP 4500-class wood boxcar — which also received a Merit Award. I was extremely happy that my first two efforts had received Merit Awards, but it was obvious that the one car/year pace needed to be accelerated. Therefore, I set an aggressive goal and readjusted my priorities to complete the remaining six cars and receive the remaining two required Merit Awards by the end of 2019 so I could be presented my plaque at the 2020 SER Convention. I didn't quite make it, but I did come close.

In October 2019, I submitted two cars for AP judging: a scratchbuilt HO-scale wood truss rod gondola and a scratchbuilt HO-scale B&OCT wood caboose, and both received Merit Awards. The remaining four cars were submitted for AP judging on January 22, 2020. Two of them received a Merit Award: a scratchbuilt HO-scale B&O Mather stock

car and an HO-scale modified kitbuilt NYC N7a bay-window caboose. The other two cars, both super-detailed kitbuilt passenger cars (one in N-scale and one in HO) were submitted for verification only. I had finally completed my seventh Certificate!

I submitted my completed SOQ's for Master Builder-Cars and Master Model Railroader® to the SER Region AP Chairman on February 1, 2020. Due to the coronavirus pandemic, my desire to receive my plaque, with my peers in attendance at the 2020 SER Convention, did not occur due to its cancellation. Ben Bartlett finally presented the plaque to me in May 2020 with the effective date of February 21, 2020.

When compared to some others, my eight-year journey to achieve my MMR® certification was not terribly long, espe-

cially considering that, due to my procrastination, I probably extended it by about three years. It has, of course, been a challenging and interesting journey but also one of immense personal satisfaction. There is no doubt I have learned a lot, and my modeling skills have improved. A few short years ago, I would never have believed I could build the models I eventually built and that they would be worthy of a Merit Award. There were plenty of missteps and do-overs along the way, but that is part of the learning process. Even though a number of my cars and structures scored in excess of 100 points, there is no doubt in my mind they can all stand improvement, and if I chose to build them again, I believe they would be even better models.

I was very fortunate to be a member of the Southeastern Region during my

entire quest for my MMR®, specifically the Piedmont and Carolina Mountain Divisions. Special thanks to fellow MMR's Peter Youngblood, Ben Bartlett, and the late Joe Gelmini for their assistance and encouragement during my journey. It is now my turn to provide the same to our future Master Model Railroaders®.

Certificates Earned William Raymond, MMR® 652

**Association Volunteer
Chief Dispatcher
Model Railroad Engineer – Civil
Model Railroad Engineer – Electrical
Master Builder – Scenery
Master Builder – Structures
Master Builder – Cars**

MMR® EARNED

ROBERT KUCHLER EARNS MASTER MODEL RAILROADER® #653

I guess I was lucky as a child; my parents were able to afford a Lionel train set when I could barely see over the train table my dad built. It was colorful, and I had some accessories to load cars and to light up. It was noisy and fun, but the length of trains was limited, and they really didn't go anywhere. After a few years, the Lionel was replaced with a more realistic-looking HO-scale train set.

I was also lucky to live in Milwaukee, Wisconsin, where there was so much interest in model railroading. I loved going to hobby shops and seeing all the things available. I had an L-shaped layout in our basement with a half-dozen engines, lots of buildings, rolling stock, and accessories. I had friends across the street who also had a train layout. We would go back and forth to run trains on both layouts. I learned how to paint people and trains and do basic scenery. I toured a few real model railroads during that time, but that was the 1950s, and most had basic scenery. Those layouts were set up for operations, which I knew nothing about at the time.

I saw real trains, but I didn't think about the different railroads. Our family moved to Louisville, Kentucky, in 1965, and I set up my train layout again. A few years later, I purchased my first car and packed away the trains. I became excited



about cars and what made them work. I joined a sports car club and raced my car in local events. I worked as a mechanic and a service writer at a car dealer. I have always been somewhat competitive, and I worked to become a master mechanic.

About 20 years later, I was reintroduced to model trains when I found out my neighbor, Charlie Hunt, was the president of a model railroad club. The club had a portable layout built to NTRAK standards. I went to my parents' house and collected all my HO trains and took them to a swap meet. A few hours later, they were all sold, and I had a few hundred dollars to get started in N scale. I did not have a space for a layout at that time, so I concentrated my efforts on the

NTRAK layout. The N-scale part of the hobby was taking off at that time.

A few years later, I moved to a house where I started building a layout. I stayed active in NTRAK and eventually became the president of the local club. In 1995, we decided to host a Regional NTRAK convention, which had a large turnout and was a lot of fun. We would set up a layout at train shows and other events. I loved to go to train shows in Louisville and surrounding cities. There were lots of new trains and accessories being introduced at that time, and each time I came home from a train show, I had hundreds of dollars of new stuff.

Our club became good friends with clubs in surrounding cities. We invited

those clubs to join us at local shows, and we sometimes traveled hundreds of miles to other shows. The layouts grew from 15x20 feet to 50x100 feet in a few years. That was probably the most exciting time for NTRAK.

During this time, I married Cathy, and we moved to our present house. Cathy said I could have half of the basement for a layout, and I set about building one. While the house was being built, I moved parts of my previous layout into the basement because I knew I wouldn't be able to after the house was finished. As I grew more involved with my home layout, I became less involved with NTRAK. Some of my friends were doing the same thing. Rick Maloney, Paul Downs, and Chris Broughton live within a mile of me, and they all have sizeable impressive home N-scale layouts. I had left NTRAK by 2007, but the local group asked me to do a magazine article on my layout to get people to come to Louisville for the national NTRAK convention in 2008. I also had my layout open for tours during the convention. I attended the convention as a paying guest. It was nice to go

and just enjoy everything and not have to work as I had done previously.

About that time, I joined the NMRA and became involved with the local Division 8 of the Mid-Central Region. I have been active with the group, helping with swap meets and doing clinics at meetings and local conventions. Most clinics were on scenery-related subjects. Once again, my competitive urge hit, and I entered local contests for modelmaking. It was tough entering N-scale items in the contests since they were hard to see because of their size. When possible, I entered items that were easier to see, like large buildings and an entire trailer park.

Participating in the contests got me interested in the Achievement Program. Some things were just a matter of doing the paperwork, but some challenged me to develop new skills. The members of the NMRA were much more knowledgeable than I was about real railroads. I learned much about operations, signals, history, and many other things relating to railroads. They taught me new skills at clinics after local meetings. I used those skills to work on my home layout and the NMRA Achievement Program categories.

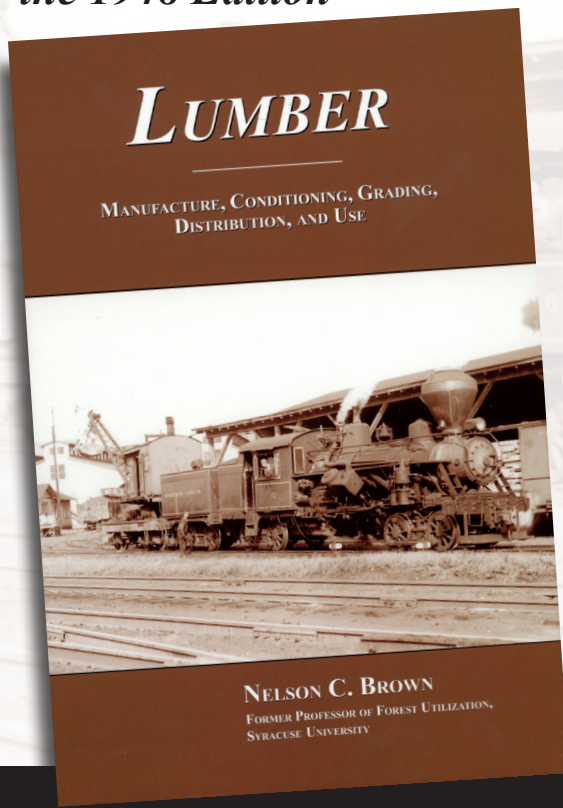
The closer I got, the more exciting the challenge became. I do not think I will be able to complete all 11 categories, but there are a couple more I still believe I can get.

I have made a lot of friends in the hobby and especially in the NMRA. I retired two years ago and have not slowed down because of this hobby and my involvement in it. I consider myself very lucky to have made the choices I have made and the friends I have found in the hobby. I look forward to many years of enjoyment with the hobby and my friends. I hope to get back to meeting with them, going to operating sessions, having people over to enjoy my layout, and learning more about this wonderful hobby.

**Certificates Earned
Robert Kuchler, MMR® 653**

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

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