

NMRA BULLETIN

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**Have you changed your address or
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**Region Secretaries: send all
changes in Region officer infor-
mation to the NMRA Secretary:
secy@nmra.org.**

rev 1/31/21

2022 NMRA National Convention Dates and National Train Show Reservations:
St. Louis, Missouri August 7 – 14, 2022
Train Show Booth Reservations—Jenny Hendricks Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • ntsreg@nmra.org
• 2023—Dallas, Texas

Notice of 2022 Elections

Rick Coble
NMRA Secretary

The following NMRA Board of Directors positions are open for election in **2022**:

At-Large Worldwide Director

Atlantic District Director, and

Western District Director

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"

At-Large Worldwide Director

Submission of candidates' names for consideration for the position of At-Large Worldwide Director should be made to one of the following no later than **June 1, 2021**:

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.

Atlantic District Director

Submission of candidates' names for consideration for the position of Atlantic District Director should be made to the Atlantic District Nominating Committee at **AtlNominations@nmra.org** no later than **June 1, 2021**.

Western District Director

Submission of candidates' names for consideration for the position of Western District Director should be made to National Nominating Committee Chair Mike Brestel at **mbrestel@zoomtown.com** no later than **June 1, 2021**.

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 at **secy@nmra.org** no later than **September 1, 2021**.

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

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT
JANUARY 2021
GOLDEN SPIKE

Thousand Lakes Region
Dan Cohen, Chanhassen, Minnesota

MASTER BUILDER - MOTIVE POWER
Northeastern Region
Jeff Hanke, Cheshire, Connecticut

MASTER BUILDER - CARS
Mid-Continent Region
Stephen McKee, Lenexa, Kansas

Northeastern Region
Edward O'Rourke, Syracuse, New York

MASTER BUILDER - STRUCTURES
North Central Region
Larry Burk, Holly, Michigan

MASTER BUILDER - SCENERY
Midwest Region
Michael Hirvela, Waukegan, Illinois

Northeastern Region
Ronald Engel, St. James, New York

MODEL RAILROAD ENGINEER -
ELECTRICAL
Midwest Region

Michael Hirvela, Waukegan, Illinois

ASSOCIATION OFFICIAL
Mid-Central Region
John Shields, Cincinnati, Ohio

Mid-Continent Region
Tony Bowen, MMR, Coggon, Iowa

Northeastern Region
James Mayo, Madison, Connecticut

ASSOCIATION VOLUNTEER
Northeastern Region
James DeMarco, Kendall, New York
Edward Koehler, Jr., Bayside, New York

MODEL RAILROAD AUTHOR
Northeastern Region
David Durr, Penfield, New York

Joseph Kavanagh, Lake Luzerne, New York

MASTER MODEL RAILROADER®
MMR® #672 Edward O'Rourke, Syracuse, New York
MMR® #673 Joseph Kavanagh, Lake Luzerne, New York

AP QUESTIONS: If you have questions about the Achievement Program or requirements, start with your local or Region AP manager.

If you still have questions, contact Frank Koch at fjkoch@hotmail.com

If you prefer to write, contact Frank at 4769 Silverwood Drive, Batavia, OH 45103.

THREE BIG BENEFITS OF NMRA MEMBERSHIP:



Those are the discounts that manufacturers and hobby shops in our Partnership Program are giving us right now. Partners like Micro-Mark®. Model Rectifier Corporation®. Badger Airbrush®. Unreal Details®. Hot Wire Foam Factory®. Logic Rail™ Technologies. And over 30 more companies. It's savings that can actually pay for your membership!

And are you taking advantage of our other big benefits? Like 150+ national convention clinic videos. Or over 15 hours of "how-to" videos produced by the biggest names in model railroading videos. Or our directory of model railroad layouts all over the world that you can visit. The list goes on and on.

If you haven't visited www.nmra.org lately, you're missing out on some really great stuff. Starting with a boatload of discounts!



We make it more fun.

JOHN M. LOVELY EARNS
MASTER MODEL RAILROADER® #662

My venture into the wonderful world of miniature railroads began way back with the proverbial train around the Christmas tree. It was an American Flyer (I think my father favored the brand), 3-rail O-gauge, streamlined Baltimore & Ohio Royal Blue freight. Looking back, I am sure it was previously owned, but to me, it was wonderful. I almost finished wearing it out that December 25. To my later disappointment, I learned other friends had Lionel — same track, but not compatible. I did acquire a few pieces of that hallowed brand over the years. Of course, it was eventually put away between adolescence and fatherhood.

During World War II, entertainment was in short supply in my hometown of Redlands, California. My father worked swing shift in the war effort, so my mother, who loved to “take a drive” as much as gas rationing would allow, took us to San Timoteo Canyon and the Southern Pacific main line. I vaguely remember the AC’s and other steam shaking the ground and their fires lighting up the landscape as they struggled up the steep grade in the twilight.

Another treat in those days was the Los Angeles County Fair and that wonderful O-scale layout. There were also larger-scale outdoor trains that left an indelible print on my mind. The discovery of Los Angeles Live Steamers and even larger outdoor trains sowed seeds of longing in me. At any rate, the old trains came out of storage “for my boys” when we obtained a house in Westminster, California, with a bonus room over the garage, the California equivalent of a basement. True to form, my father acquired an American Flyer 2-rail layout and donated it to me. They were traded for Lionel stuff, and the 4x8 board became the base for my first HO layout. The switch of scales was induced by 1) the cost of Lionel, and 2) a clearance sale of two Cab Forwards at a local discount store. I still have that AHM model, and it still runs.

When I gained enough seniority with Greyhound Lines to escape California, we moved to Flagstaff, Arizona. The real estate market differentials led to a custom-built house with a designated train room



(no basements here either). California market uncertainties delayed the dream home for a year but allowed many hours of planning the ultimate layout. You know Flagstaff is Santa Fe territory, and I loved SP. What to do but merge the two lines years before the real railroads thought of it. Eventually, the San Timoteo & Live Oak Railway was built, interchanging with SPSF on a three-tier layout.

Before I left Southern California, I was admonished by Paul Scholes to check out the Flagstaff Model Railroad Club, which I did. I also joined and attended the NMRA Arizona Division summer meets always held in Flagstaff. I even ventured to enter a Baldwin steam inspection car model in a contest — Best of Show! Wow! Maybe I had hopes of earning that new Master Model Railroader® award. It has been a decades-long on-again, off-again quest to finally be able to add MMR® to my “I Love Me” wall.

One of my problems is I tend to be an impressionist rather than a realist, and I’m definitely not an artist. I am also a great procrastinator. I like my miniature world to be Disneyland pure, while the trend is to make everything as grubby as the real world. I have also gravitated to the Live Steam and Outdoor Railroading (borrowing the magazine title) portion of the hobby. Thus, I prefer the term “miniature railroading” over model railroading. I have never answered the question of when does a model railroad become a miniature railroad become a small railroad? I think there is no dividing line; it is just what your emphasis is. Is it transport-

ing real or virtual cargo or capturing a picture of history? All phases in between are acceptable to me, and I really admire the artistry of so many in our hobby.

My first AP certificate, Association Volunteer, was handed to me because I helped several Boy Scouts attain the Railroading merit badge. Motive Power started with that little inspection car and finished up with my first large-scale engines — a rideable Casey Jones rail bus and a Little Engines American. I have since designed and built three more 1:8 scale locomotives. My rolling stock certificate also included four 1:8 cars, a copy of Southern Pacific Narrow Gauge No. 166 stock car that converts to a riding flatcar, a flip-top bobber caboose so you can ride it, a depressed-center flatcar with people-friendly appliances (seats), and a replica of Sierra Railroad No. 5 combine. I think the “wow” factor in large scale garners a few extra points from judges, plus scratchbuilding is at the core of outdoor railroading.

Electrical engineering came from both my home layout and the FMRRC. In DC days, my home layout was set up for four throttles with one dedicated to the SPSF loop, one for the ST&LO point to wye main, and one that could be used on either, along with a stationary yard throttle. All were tethered units built after the “Simple Transistor Throttle” article in the August 1976 *Model Railroader*. I replaced them with Digitrax DCC system to convert.

At the FMRR club, I built a dispatch panel using Bruce Chubb’s Zone – Master

– Slave design. (See “Zone Control for Block Wiring,” *NMRA BULLETIN*, April 1997.) I built four of Dean Freytag’s SWAT/SWAC controllers. It was set up for six throttles, so when Bruce Petrarca talked us into trying DCC, we added the Command/Power stations to the open position. Since then, we have completely rewired the layout for DCC and are looking into LCC.

I accomplished the Author Certificate mainly by presenting clinics on several railroad subjects, drawing on my professional railroader experience. Chief Dispatcher requirements were met at FMRRRC and other layouts. My current joy is operations on 7.5-inch-gauge track at Maricopa Live Steamers and Train Mountain. I am in charge of passenger operations at both locations. We have more than 80 depots at MLS and about 60 at TMRR, and 150 virtual people (car cards with people names) ride on the scheduled trains. The shortest runs are about a half-hour at MLS in length, and the longest, the *Northwoods Limited* at Train Mountain, takes two-and-a-half hours. Once you get down in the dirt to couple/uncouple cars and board/discharge passengers, the little HO trains lose some of their luster. Of course, you can use the card system for all scales.

When it came to structures, I invited Bruce Petrarca and two FMRRRC members to review some of the 140-plus structures I have built over the years. They found enough to meet the minimum requirements for the Certificate. Now I can build the 1.5-inch scale models I have in mind just for pleasure.

To me, our railroad hobby is STEAM + H — science, technology, engineering, art, math, and the Humanities — all rolled into an enjoyable bundle. I say miniature railroading keeps me young — thinking, building, bending, crawling under the layout, and walking outdoors. It is truly the World’s Greatest Hobby.

Certificates Earned
John M. Lovely, MMR® 662
Association Volunteer
Master Builder – Motive Power
Master Builder – Cars
Model Railroad Engineer – Electrical
Model Railroad Author
Chief Dispatcher
Master Builder – Structures



Finding Members Only Content on the NMRA Website

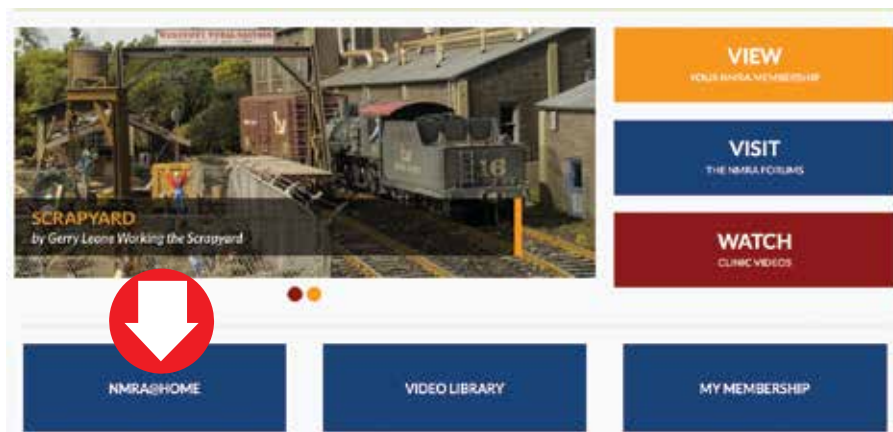
Looking for some great how-to modeling videos? Like to watch clinics from past NMRA conventions presented by some of the best modelers in the world? Maybe you’d like to watch some professional model railroad videos, or read the archive of modeling articles featured in the Division Business Car Column 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 the NMRA website at NMRA.org.



The first thing to do is register. It only takes a few minutes.

First, click on the words “Member Log-In/Registration” on the right side of the red bar at the top of the page, which will open a new page. Next click on the blue bar that says, “Need a username? Register now.” You will be taken to a page called “User Account.” Enter a username and your email address, then click on the blue bar that says “Create New Account.” You’ll see a message that says an email confirmation has been sent to your inbox. Follow the instructions in the email to set your new password. That’s it!

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.



Now go ahead and access all the special content from the NMRA website only members can enjoy. It’s all waiting for you at NMRA.org.

Not getting the bi-monthly NMRA eBULLETIN?

The new **NMRA eBulletin** comes out every other month near the 1st of the month. Either your SPAM filter is blocking it, or you need to update your email address with us. Have HQ update your address at: <http://www.nmra.org/customer-service-request>