

NMRA BULLETIN

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2023 NMRA National Convention Dates and National Train Show Reservations:
Dallas, Texas August 20 – 26, 2023 (<https://www.2023texasexpress.com/>)
Train Show Booth Reservations—Jenny Hendricks Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • ntsreg@nmra.org
• 2024—Long Beach, California • 2025 Novi, Michigan

rev 8/30/2023

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT AUGUST 2023

GOLDEN SPIKE

Mid-Central Region

Michael Percy, Mount Vernon, Ohio

Rocky Mountain Region

Denis Hagen, Aurora, Colorado
Nick Tomlinson, Aurora, Colorado

Southeastern Region

Cliff Powers, Brandon, Mississippi

Thousand Lakes Region

Joe Binish, New Hope, Minnesota
Greg Dahl, Rosemount, Minnesota
Brian Davis, St. Paul, Minnesota
Damian Kostron, Woodbury, Minnesota
Ricardo Ortiz Nava, Eden Prairie, Minnesota
Collin Sullivan, Brooklyn Park, Minnesota

MASTER BUILDER - MOTIVE POWER

Northeastern Region

David Durr, Penfield, New York

MASTER BUILDER - CARS

Lone Star Region

David Crumpton, Arlington, Texas
John Garfield, Burleson, Texas

Mid-Continent Region

Cynthia Priest, Parkville, Missouri

MASTER BUILDER - STRUCTURES

Australasia Region

Rob Nesbitt, Junee, New South Wales, Australia

Pacific Northwest Region

Greg Kujawa, Bozeman, Montana

MASTER BUILDER - SCENERY

Mid-Central Region

Mark Pekelnicky, Parma Heights, Ohio

Pacific Southwest Region

Chuck Molnar, Del Mar, California
Rudy Spano, San Diego, California
John Vavra, Escondido, California

MASTER BUILDER - PROTOTYPE MODELS

North Central Region

Dan Lewis, Rochester Hills, Michigan

MODEL RAILROAD ENGINEER - CIVIL

Lone Star Region

Tom Greco, Duncanville, Texas

Pacific Northwest Region

Bill Yancey, Boise, Idaho

MODEL RAILROAD ENGINEER - ELECTRICAL

Mid-Central Region

Kenneth Hanawalt, McMurray, Pennsylvania

Pacific Coast Region

Ron Chaffee, Livermore, California

Pacific Northwest Region

Bill Yancey, Boise, Idaho

Sunshine Region

Thomas Wilson, Davenport, Florida

CHIEF DISPATCHER

Australasia Region

Steve Chapman, MMR, Marayong, New South Wales, Australia

Mid-Continent Region

Richard King, Grand Island, Nebraska
Todd Petersen, Minden, Nebraska

Sunshine Region

Thomas Wilson, Davenport, Florida

Thousand Lakes Region

Kenneth Borowski, Eagan, Minnesota

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Chip Meriam, Chico, California

ASSOCIATION VOLUNTEER

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Frank Benders, Morgantown, West Virginia

Pacific Northwest Region

Mike Johnson, Seabeck, Washington
Lee Marsh, Issaquah, Washington
Frank Ralph, Kingston, Washington
Dave Thompson, Olalla, Washington

MODEL RAILROAD AUTHOR

Lone Star Region

Eric Smith, Hurst, Texas

Midwest Region

Dr. Robert J. Perry, Avon, Indiana

Rocky Mountain Region

Keith Hayes, Denver, Colorado

Thousand Lakes Region

Kenneth Borowski, Eagan, Minnesota
Damian Kostron, Woodbury, Minnesota

MASTER MODEL RAILROADER®

MMR® #743 Beverly Farnham, Palm Bay, Florida
MMR® #744 Tom Greco, Duncanville, Texas
MMR® #745 Bill Yancey, Boise, Idaho

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.

Did you know?

The NMRA's Model Railroad Directory is now listing club layouts besides individuals' layouts. So if you're traveling you can see which model railroaders and model railroad clubs are in the area you're visiting and schedule a tour or op session.

If your layout or club's layout isn't listed, log in to www.nmra.org as a member, click on "Membership /Member Home" and then click on "Model RR Directory" in the red bar. There are full instructions on how to list a layout – just click on the links on the blue box at the top of the "Model Railroad Directory" page.



STEVE SALOTTI

EARNs

MASTER MODEL RAILROADER® #741

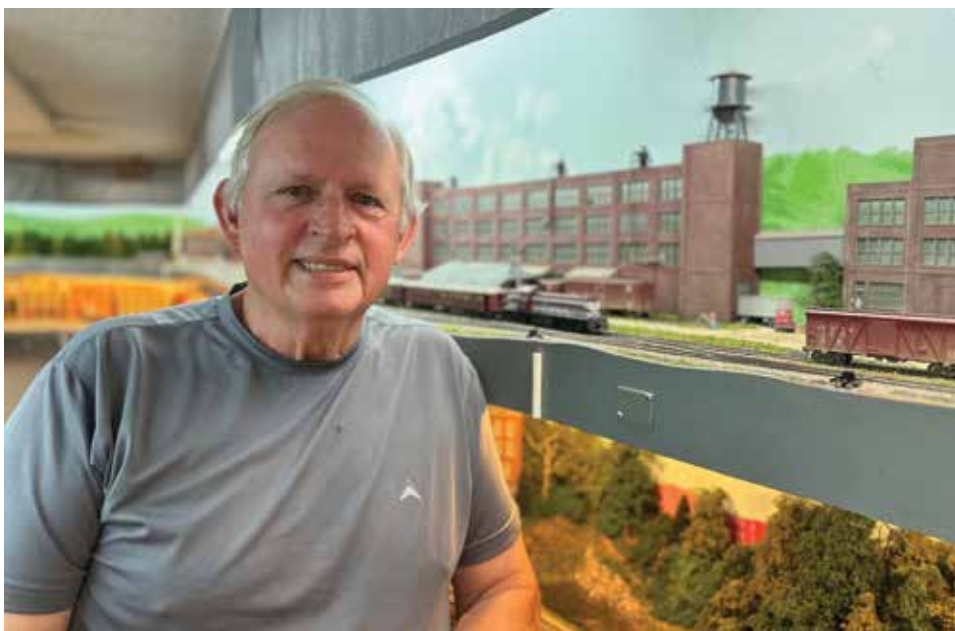
You might say my journey to Master Model Railroader® has been a long one, and you might say sometimes rather humorous. It all started with vague childhood memories of traveling to visit family in Philadelphia, Pennsylvania, and passing a massive freight yard. Or sitting in a rocking chair on the back porch of my grandparents' house in Upper Darby and watching the seemingly endless parade of what I now know to be the Pennsylvania Railroad main-line trains as they stormed past the smokestacks of the Fels-Naphtha plant and other industries that stood between the house and the tracks. The 4x8-foot layout my father set up every Christmas sealed the deal. Then, when we moved out further from the city, I could hear the plaintive whistle of 2-6-0 No. 1533 on the New Hope & Ivyland Railroad. You could say I was completely hooked on trains.

But then came the crushing blow. One day, as I walked through the new house my father was building for us, I opened one of the kitchen cabinet doors, and there, unceremoniously cut up, was the train platform! There would never be another Christmas train in our house. I was devastated.

After graduating from high school, I did a summer of volunteering on the New Hope & Ivyland Railroad. I had the opportunity to work on the 1533 and some freight runs on one of the Washington Terminal RS-1s the railroad had acquired, making them my two favorite locomotive types.

But then came the reality of growing up: I had to prepare for some type of career to supply the needs of an adult individual if I wanted to eat, which I like to do. Any thoughts about model trains were gone. I worked in numerous food establishments as a teenager, so I chose The Culinary Institute of America to further my career. During my second year, they moved from New Haven, Connecticut, to Poughkeepsie, New York, and just a short way down the Hudson River was the largest railroad bridge I had ever seen. While it was dramatic and awe-inspiring, but I had no room for any kind of hobby.

While working one day at my first job after graduating, a group of new employ-



ees came through the kitchen during their orientation. One young lady stood out as someone I would like to get to know. After several missed opportunities, we finally had that first date. And to show the character of that woman, she is still with me 45-plus years later, after I took her to the Luria Brothers scrap yard in Coatesville, Pennsylvania, where we climbed through and explored several cars. In an ironic twist of fate, we spent the first night of our honeymoon and several anniversaries in the same Richmond, Fredericksburg & Potomac caboose we had climbed through, which was later rescued from the scrap heap and installed at the Red Caboose Motel in Lancaster, Pennsylvania.

There was still no model railroad, but the itch was starting to grow. When we bought our first (and only) house, the basement had enough room to build a small railroad. And in a grand gesture on my part, I suggested we should move the washer and dryer upstairs so she wouldn't have to climb all those stairs. She saw right through me. But there still wasn't enough room for a decent layout. After an addition to the house, it was starting to look up. But is there ever enough room? How about the crawl space? I had an older truck one of our sons wanted to buy, but I really didn't want to sell it to him. So, I decided if you dig this out, I'll sell you the truck. Surely he would start and tire of it. A few days later, when I came home from work, some members of the local high school football team, of

which my son was a member, was finishing the job. I had to keep my word.

After starting and making great progress on a fictional railroad based in upper New York and the Catskill Mountains area, I one day came across a book about the New York, Susquehanna & Western Railroad, and the prototype modeling bug bit me. Here was a railroad with my favorite diesels, Alco RS-1s and S-2s, and was big enough to be interesting and small enough to model.

Some of the greatest benefits of the NMRA and the entire model railroad hobby are the lifelong friends you make on the journey, the camaraderie and resources you share, and the many places you visit.

In the late 1990s, I helped revitalize the Philadelphia Division and started my journey to Master Model Railroader®, earning three certificates: Author, Association Volunteer, and Chief Dispatcher. Then, after a long hiatus, I finally decided to finish what I had started and worked to complete Scenery, Electric, Cars, Civil, and Structures.

Certificates Earned Steve Salotti, MMR® #741

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

ED SMITH

EARNs

MASTER MODEL RAILROADER® #742

My journey in model railroading has been over 65 years of twists and turns, with so many people contributing their help and knowledge, making me a better modeler. The summation of all these variables is how I attained this award.

My introduction to model railroading happened at an early age through my father's job. Returning from World War II, he went back to his job at the Erie Railroad Freight House in Akron, Ohio. By the mid-1950s, he figured his young son wouldn't wreak havoc on his workplace, and he took me to the Erie RR complex. This trip turned into monthly father/son excursions where I watched the development of the new Erie RR Piggy Back service. We never had much, not even a car, but that didn't stop us from traveling utilizing my father's Employee Pass. We took Erie passenger trains to visit friends and family in Chicago, upstate New York, and Washington, D.C. Those were great adventures for a young boy that I still enjoy today. Dad's only indulgence was collecting Lionel trains. Since returning from the war, he would buy a piece whenever money permitted. By the late 1950s, we were able to build a rudimentary layout on two 4x8-foot sheets of plywood in the basement of our apartment. I could see the enjoyment on his face as we ran those trains. Unfortunately, my dad died way too early, at a young age. Mom sold all the Lionel trains to help make ends meet, and railroading for me took about a 30-year hiatus.

Occasionally, trains would resurface. As a young teenager living in the inner city, my friends and I would railfan by walking the maze of tracks of the Akron, Canton & Youngstown and Akron & Barberton beltline that serviced all the major rubber companies. One sojourn took us to a trestle leading into the massive Goodyear complex. I was amazed at the size, scope, and number of employees who worked there. Little did I know that in a few years, I would be one of those workers for 32 years. After high school and a year and a half of college, where I decided I didn't want a desk job, I was fortunately accepted in 1970 as an electrical apprentice in Goodyear's



Apprentice Program. From that point, with four years of training and school, marriage, family, work, and life in general, time flew by with model railroading far behind in the rearview mirror.

Fast-forward to the early 1990s. I found myself single, working six and seven days a week, my daughters grown, and searching for something to occupy my free time. If not now, when? It was time for me to get back involved in railroading, specifically model railroading. I joined the Erie Lackawanna Historical Society, subscribed to all the major periodicals, and most importantly, joined the NMRA, MCR region. All seemed great, but I became an armchair and lone-wolf modeler due to my reluctance to get involved in my Division — a big loss. I took a big step in 1996 by attending the NMRA National Convention in Long Beach, California, via Amtrak, no less. What an eye-opening experience. So much so that it has become a mandatory yearly sabbatical; I was finally getting my feet wet in the NMRA.

In 2000, everything took a turn for the better with my marriage to my wife, Cindy. Before our nuptials, I talked her into attending the NMRA National Convention in San Jose, California. I don't think she knew what to expect. We left on Amtrak from Ohio at

2:30 AM to Chicago, took the *Empire Builder* to Seattle, the *Coast Starlight* to San Jose, did the convention for seven days, and took the *California Zephyr* and connections back home. Seventeen days of trains, and she still married me! More importantly, she is my biggest supporter and travel buddy, joining me on all my train and NMRA adventures.

I retired in 2002, and we moved to North Carolina to escape the cold winters. My wife found the perfect one-acre lot on Lake Hickory, northwest of Charlotte, to build our home. It was a sloping lot that meant a walk-out basement or, finally, a home for my model railroad. During construction, my wife was in charge of everything above ground, and my basement requests were added cinder blocks for a 10-foot ceiling and steel support beams to eliminate support walls. This design allowed me about two-thirds of the basement, or an open 1600 square feet to build my layout. We moved into our home in 2006. Then, we left for the NMRA National Convention in Philadelphia.

In the 1990s, I became acquainted with Harold Werthwein through the Erie Historical Society. So, visiting his layout on a layout tour was a must. It was my 55th birthday, but I was like a kid at Christmas — first off the bus, last on the bus, absorb-

ing every facet of Harold's Erie Delaware Division Railroad. I returned home, knowing I had found the part of the Erie Railroad that would occupy my basement.

For about eight years, I reluctantly became a lone-wolf modeler again due to where I lived. My area had no affiliation with any MER Division. So, during this time, we took care of our parents, and I finished the layout room and began building my rendition of the Erie RR Delaware Division. This changed abruptly in 2015. MER Division 13, the Carolina Southern, had a new Superintendent, Alan Hardee. Through his persistent efforts, my area was incorporated into the Division. I had a home. I have many people to thank for earning MMR®, but without Alan's efforts, none of this would have happened.

I started attending all CSD functions. In 2015, I met MMR® Gil Brauch. Gil was involved in many facets of our Division, including the restoration and monthly open houses of a large HO layout built in the 1990s. It was housed in an old brick schoolhouse near me, and Gil was looking for volunteers. I jumped at the opportunity. We have been together for eight years now, working on this project. In 2021, we relocated to a new venue. The model railroad exhibits are at the Southeastern Narrow Gauge and Shortline Museum in Newton, North Carolina. With the assistance of Division volunteers, we now conduct weekly open houses demonstrating the art of model railroading — a signature accomplishment of our Division.

Another signature event is our Railroad Model University, RMU, which we hold once a year. It is a day-long event filled with model railroad clinics for members and non-members. Eventually, I had enough nerve to submit one of my scratchbuilt structures for evaluation. To my surprise, I received 114 points and my first Merit Award in Structures. More importantly, I met Division AP Chairman Dave Chance and his wife, Michele. I invited them to my house to see my layout. By the time they left, with the appropriate paperwork, I had qualified for the Golden Spike and the AP Scenery Awards. In early 2019, I received these awards, and my MMR® journey kicked into high gear.

Over the next four years, I received five AP Certificates. Like most modelers, we inadvertently meet the requirements for some AP Certificates just by building a layout. In 2019, I received the Civil Engineering AP for my trackwork, which was facili-

tated by using FastTrack fixtures. In 2022, our Division sponsored the MER Region Convention. My layout was designated for a layout tour. This inspiration increased my modeling work, and after the convention, I received AP Certificates for Structures and Electrical.

In 2020, I received the Author Certificate, primarily due to our Division Secretary, Ed Gumphrey, persuading me to compose monthly articles for our online newsletter, the *Brass Pounder*. This led to articles in the MER newsletter, *The Local*, and I accumulated the needed points. Writing the articles is enjoyable, and I continue to write them today. In 2021, I received the Volunteer Certificate due to my involvement in many facets of our Division.

I decided to build rolling stock for the Cars Certificate primarily because I like building resin kits. I submitted nine cars for evaluation in July 2023, and all received Merit Awards. Remarkably, this last process allowed my journey to complete a full 360. Four of the cars I built are the early 1950s version of the Erie RR 53-foot 6-inch piggyback flatcars, something I saw firsthand as a seven-year-old kid with my father 65 years ago. The Achievement Program is definitely a fulfilling experience. The Prototype Models Certificate is on the horizon as I build my Erie RR Delaware Division.

I have many people to thank, both in the hobby and outside. Especially, the members of the Carolina Southern Division. From our MMR®, Jack Parker, Fred Miller, Gil Brauch, Neal Anderson, and the late

Jack Monette, to our many dedicated and talented members, such as Alan Hardee, Dave Thrams, Ed Gumphrey, Joe Skorch, Dave and Michele Chance, Doug Algire, Roy Becker, and Bob Halsey, to name a few. All have inspired me to be a better model railroader, but more importantly, they all accepted me with open arms when I joined in 2015.

I would be remiss not to mention two people. First, my best friend and modeling buddy, Keith Iritsky; his friendship, modeling expertise, and encouragement have been immeasurable. His modeling projects inspire me to be a better craftsman. And, last but surely not least, my wife, Cindy. Over 23 years ago, she boarded this train journey with me, and with an artistic eye and occasional cutting criticism, her assistance has been invaluable. But more importantly, she is my life companion; hopefully, we have many more trains to ride.

I apologize if this reads like “War and Peace,” but all these events, small and large, have been part of the process of making me a better model railroader and person. This is a great hobby — thanks to all.

Certificates Earned Ed Smith, MMR® #742

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

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TOM GRECO

EARNs

MASTER MODEL RAILROADER® #744

I like to tell folks that I've been a railroader since before I was born, and that's true. Several months before my birth, my mom decided to travel from Baltimore to Houston to visit her mother. She rode the Baltimore & Ohio to St. Louis, then took the Missouri Pacific's Sunshine Special to Houston. When I was born, we lived in a Baltimore row house overlooking the B&O main line, and Mom would hold me up in the window to watch the trains below. So, I grew up crazy about railroading in general and the B&O in particular. After college and the army, I hired out on the Missouri Pacific as a clerk in the Omaha freight office, and shortly after that, I began to play guitar. I called the first song I wrote "Sunshine Special," and that was before I heard this story from my mom. I call that railroader's predestination!

I've never made a distinction between being a railroad historian and a model railroader. My modeling is an extension of my interests in railroad history and operating practices. Like most modelers my age, I began with wind-up trains and graduated to a Lionel set under the Christmas tree when I was in first grade. Several years later, I convinced my parents to let me build a small year-round layout, and I moved into HO scale in eighth grade.

It seems natural that I gravitated toward modeling the B&O, although the period was pretty flexible; anything between the 1920s and 1950s was fair game. But in 1975, I fell in love with the Colorado Midland Railway — the first standard gauge railroad to cross the Rocky Mountains. The Midland had all the charisma of the Colorado narrow gauge lines along with the big-time feel of a link in the transcontinental railroad network. By 1977, I hadn't had a model railroad for several years. We celebrated my 30th birthday aboard Amtrak's *Southwest Chief*, and my beautiful wife Helen presented me with a brass Colorado Midland locomotive, saying, "Now you have to start your model railroad."

Start I did, modeling the B&O and Colorado Midland in the same layout in our Omaha basement. Then, in 1982, I was promoted to trainmaster in the Missouri

Pacific's Dallas Terminal, and I moved the layout into our Texas garage. Though my fervor for the B&O remained strong, my modeling focused more and more on the Colorado Midland until we moved into our current house in 1990. We were "house poor," so the Colorado Midland operated for several years on the floor of our den, the track pinned to the carpet. Surprisingly, this rudimentary setup was included on a Dallas-area layout tour in 1995 and was appreciated by visitors. But operating this way didn't have lasting appeal, and I packed away my model railroad for nearly 20 years before the desire to model again became just too much to resist.

I began again by building car kits, now focusing my interests on the B&O in 1929 and the Colorado Midland in 1898. Our garage was filled with household goods, so I continued building with no hope of having a model railroad on which to run my equipment.

Things took a turn for the better at the Plano (Texas) train show early in 2017 when Larry Swigert, MMR®, invited me to join the NMRA. I became a member of Division 3, the Trinity River Division of the Lone Star Region. I displayed a few models at meetings and received significant encouragement from other members. As a teenage modeler in the 1960s, I knew about the NMRA's Achievement Program but figured that becoming a Master Model Railroader® was well beyond my capabilities. Still, as a member of Division 3, I began to wonder. AP Chairman Duane Richardson, MMR®, encouraged my interest, saying that participation in the program would make me a better modeler.



I reached back over nearly 40 years of articles written for the *Colorado Midland Quarterly*, and railroad music performances at train shows, and found it enough to apply for my first AP certificate as a model railroad author. When Duane presented me with that certificate at a Division 3 meeting, I was "off to the races."

To model the Colorado Midland almost requires one to be a scratchbuilder, and I revived that talent to earn my second certificate, Cars. The "Colorado Midland side" of my modeling seemed to be on firm ground, but the "B&O side" required a lot of work to bring it up to the level I now felt appropriate. I scratchbuilt a Pacific Fruit Express refrigerator car, two B&O well cars, and a B&O Class H-8 Railway Post Office car. I put everything I had into that RPO car and later entered it in the contest at the 2023 NMRA National Convention in Grapevine, Texas, where it was awarded First Place in scratchbuilt passenger cars and First Place peoples' choice award for rolling stock.

From there, it was on to Master Locomotive Builder, which turned out to be another "B&O certificate." I superdetailed a B&O C-16 "Little Joe" 0-4-0T that

cost me \$5 on eBay. (B&O railroaders never called them “docksidlers”!) Next, I completely reworked my beloved Tyco Pacific, which I bought when I was 17. It came out as B&O Engine 5308, and I’ve been asked whether it’s a brass model. It even took 2nd Place for kit-built locomotives at the NMRA National Convention in 2023! Finally, I totally amazed myself by scratchbuilding a B&O gas-electric “doodlebug.”

The onset of the COVID-19 pandemic found me locked away in the house, so I turned to scratchbuilding structures. In just over a year, I did over 20 “pandemic projects,” mostly scratchbuilt B&O structures. I now had four certificates and was halfway toward that coveted “MMR” designation.

For an anniversary present in 1978, my beautiful Helen had given me a model of the Colorado Midland’s roundhouse, which still stands in Colorado Springs. I developed this into the heart of a module depicting Midland’s engine facilities and applied for my Prototype Model certificate. I was disappointed the display didn’t score the required 87½ points and fought hard against discouragement. But judges Duane Richardson, MMR®, and Jeff Palmer, MMR®, had given me enough suggestions to make improvements and apply again. The second time around, I earned the certificate!

Donna Orr, then Director of Division 3 and now President of the Lone Star Region, recruited me as clinic chairman for Division 3. Once again, I reached back over the years to take stock of other volunteer activities I’d performed. I’d presented several musical performances at NMRA-sponsored events, and these, plus my time as clinic chair, eventually earned my Association Volunteer certificate. I now had six of the seven certificates required to be a Master Model Railroader®, and this is where the going got tough!

My final certificate needed to be from the “Railroad Construction and Operation” category, and after much soul-searching, I decided to pursue the Model Railroad Engineer – Civil certificate. This seemed terrifically challenging, as I had absolutely no confidence in my ability to construct the complicated track configurations required.

To the rescue came my friend Charles Goodrich, MMR®, currently Director of Division 3. Several years ago, Charles had welcomed me into his home to teach me about painting brass locomotives, and now he was offering to teach me how to “build my own track.” An eight-hour marathon

session sent me home with a scratchbuilt turnout that actually worked! The next day, Charles gave me nine hours of his day, staying close by while I built a 90-degree crossing. I expected to return a third day, but Charles sent me home to build a crossover “all by myself.”

I was petrified, but I remembered the process Charles had taught me and started slowly, being patient with myself and celebrating every rail put in position and every wire soldered. Charles was at the other end of the phone with tips and encouragement, and my joy was unparalleled when my little B&O C-16 0-4-0T switch engine with its deep flanges bounced and lurched through the crossover!

In January 2021, we had a large storage shed built in our backyard, and into this went all the household goods that had filled our garage for 30 years. Next, we remodeled the garage into a livable space suitable for my dream model railroad. Once again, I would model the B&O and the Colorado Midland on the same layout!

I designed the railroad to include as many of the track configurations required to construct for the “Civil” certificate as possible. In November 2021, Jeff Palmer, MMR®, signed off on a diagram of the new layout.

It was July 8, 2023, when Jeff and Duane Richardson visited the now-operational railroad to see that everything was working according to the requirements of the Civil Engineer certificate.

This has been a journey of nearly six years. At the outset, some of my friends questioned why I would undertake such a journey and why I would “let others tell me what to do” in terms of my modeling. But I found it not to be that way at all; I was free to pursue my interests and take on projects that were of real benefit to my abilities. I now look back at models I built earlier and know I have the ability to do better. Entering models for merit judging provided great affirmation of my newly developed skills.

I’ve read this many times, but it bears repeating: nobody becomes a Master Model Railroader® on their own, and I have many folks to thank in this regard.

• Charles Goodrich, MMR®, Director of LSR Division 3, for his willingness to teach and guide me personally. To me, Charles exemplifies a true Master Model Railroader.

• Donna Orr, former Director of Division 3 and now President of the Lone Star Region, for her energy, enthusiasm, and confidence in my abilities.

• Duane Richardson, MMR®, the AP Chair for Lone Star Region District 3. Duane’s encouragement, ideas, and suggestions have borne fruit in many of my models.

• Larry Swigert, MMR®, who not only invited me to join the NMRA, but has also continually expressed his confidence in and admiration for my work.

• Helen Beggane – “My Beautiful Helen” – my wife and best friend of over 48 years. Helen married a railroad man and not only supported a sometimes-grueling work life, but also my overall preoccupation with and love of the railroad industry and its history.

• Finally, I hate being preached to, but I’d be sadly remiss not to recognize God. I stand in humble awe at the talents and favors given to me and the guidance provided along this journey to Master Model Railroader®.

Certificates Earned Tom Greco, MMR® #744

Model Railroad Author
Master Builder – Cars
Master Builder – Motive Power
Master Builder – Structures
Master Builder – Prototype Modeler
Association Volunteer
Model Railroad Engineer – Civil

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