



TECHNICAL DEPARTMENT

Committee Seeks Old Technical Reports

A subgroup of the NMRA Technical Committee, under the leadership of Ed McCamey, has undertaken the process of updating the current Technical Committee Handbook.

Section 10 of the existing printed 1982-1983 or so Handbook is entitled Engineering Reference Manual and contains Technical Reports (TRs) associated with the development of the early NMRA Standards and Recommended Practices.

The Section 10 Input Group has converted 77 Technical Reports into electronic format for long-term retention. This count represents all the known available TRs as of January 2005.

Particularly, any Technical Reports that may be


newer than 1984 are either non-existent or lost in forgotten files. (Note: a TR is not the same as "Data Sheets" or "Data Notes").

The Input Group has surveyed the current Technical Committee members in search of any additional Technical Reports that members have in their possession, and this inquiry produced one formerly unaccounted-for TR. It is now time to expand the inquiry to all NMRA members in hopes of capturing any other lingering unaccounted-for Technical Reports.

If you are in possession of any NMRA Technical Reports it would be greatly appreciated if you would share them with the Section 10 Input Group so these may be preserved in an electronic

format.

Sharing is easy; just contact Joe Brann, Section 10 Input Coordinator, and tell him what Technical Report(s) you have. The TRs have a numbering format such as TR-1-58, TR-5-61, and TR-9-83.

If your TRs are ones we still need, he'll let you know and make arrangements to get them into our electronic archive. Joe can be reached at 407-658-8323 (Orlando, Florida) or via his e-mail address Joebrann@aol.com. If you contact him via his e-mail address please put "Section 10 TR" in the subject line so that your message will be acted upon promptly (and the spam filters won't just trash them). 

ACHIEVEMENT PROGRAM

Edward "Ned" Spiller Earns MMR 343

Edward "Ned" Spiller grew up on Long Island, NY, and began his interest in model railroading with his father's O-scale Marx trains. After seeing HO-scale models in a hobby shop window, Ned decided that "scale" modeling was what he wanted to do, and a Marx HO train set got him on his way to a lifetime of enjoyment.


In 1970, with a family started and his military service behind him, Ned moved from Long Island to rural Vermont to work for the telephone company. During this period of "no space, no money, but lots of time," he scratchbuilt structures and cars using cardboard and balsa wood. A job transfer to New Hampshire in 1974 resulted in space for a small layout. There he built the Danby Ludlow and Springfield RR, which was loosely based on the Rutland's Bellows Falls subdivision. The layout used cables and relays that were "rescued" when some of the old telephone switching systems were modernized.

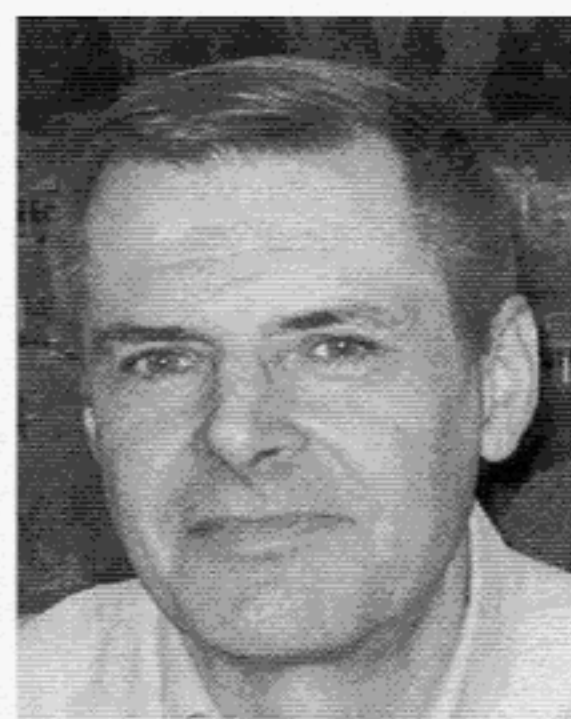
In 1986 Ned moved to Atlanta to work in the company's cellular division. There, the late Dave Muller introduced him to the NMRA.

Through the Piedmont Division, he became part of the Joint Railway Association of Georgia (JRAG), a round-robin operating group. Ned credits the people in these organizations, including John Travis, Norm Stenzel, Paul Voelker, and many others, with helping him greatly improve his knowledge and skills as he built the new DL&S RR. Ned earned his Model Railroad Engineer-Electrical and Civil certificates and, after preparing the layout to be on the tour for the 1995 NMRA National Convention, his Master Builder-Scenery certificate. Working on the convention Clinic Committee and serving as the Division's Director of Finance earned Ned the Association Volunteer certificate, and many enjoyable Friday evenings with JRAG earned him the Chief Dispatcher certificate.

In 1997, Ned took another job transfer, this time to Dallas, to work in the company's

International Division. The new job involved lots of travel, so now he had space and money, but very little time to devote to model railroading. He was able to move the DL&S from Atlanta to Dallas, so the time he was able to spend on the trains went into improvements instead of starting from scratch. Retirement in 2003 finally gave Ned the time to work on the Achievement Program again, and he completed the requirements for his Master Builder-Structures and Cars certificates.

Ned resides in the Dallas suburb of Grand Prairie with his wife, Carolyn. 



Pass Exchange

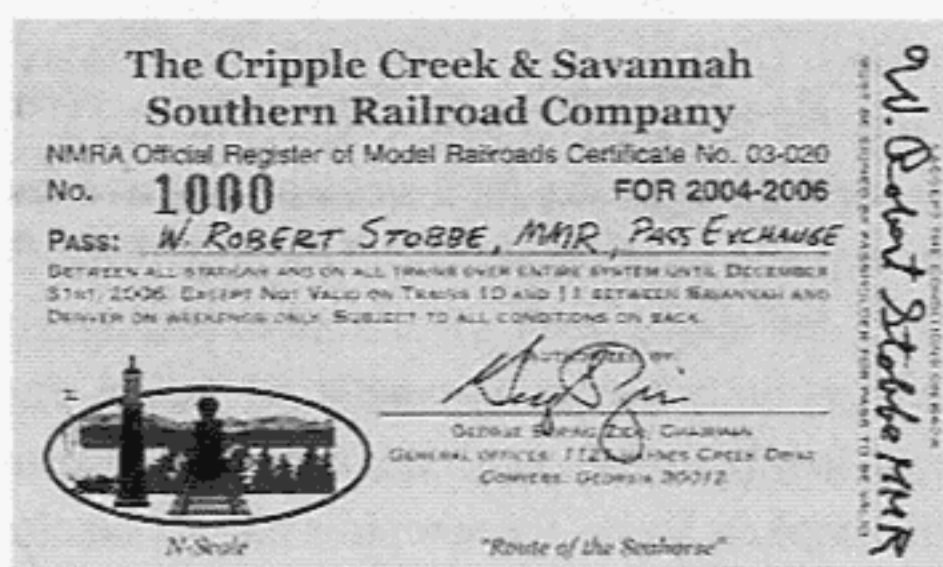
Pass Exchange is a free program for all NMRA members. It enables you to send and receive passes from model railroaders all over the world. Even if you don't have an operating model railroad, you can make up a pass for your ideal imaginary railroad which will serve as an introduction to other model railroaders.

To get started, send one of your passes with your address and NMRA number to Robert Stobbe, MMR, 1303 Lytle Street, Kerrville, TX 78028. You will receive a list of Pass Exchangers and your name will be published as a Pass Exchanger in the Bulletin as soon as possible. Your pass will also be considered for the "Pass of the Month" feature in the Bulletin.

To get started as an E-Passer, e-mail your pass to me at rstob@texxa.net with a note showing your NMRA number. Your name will be added to my E-Passers list, which is distributed periodically to all on the list. You also may be selected as "Pass of the Month" and have your pass printed in the Bulletin.

Pass of the Month

George Zier's Cripple Creek & Savannah RR Company pass has everything. It is printed on a good grade of cardstock and has rounded corners. The pass number is individually applied as is the name of the recipient. The railroad's general offices address (George's) is on the face of the pass: George Zier, 1121 Haynes Creek Drive,



Conyers, Georgia 30012. A nice original logo graces the lower lefthand corner of the pass, and the recipient must sign that he agrees to the conditions spelled out on the back of the pass—a prototypical touch. Mail one of your passes to George at the address above to get your copy of this very nice pass.

—W. Robert Stobbe, MMR
Pass Exchange Chairman

New Life Members

For the month of November 2004

Brian Rubino, Santa Cruz, CA

John Lathrop, Oakland, CA

Nicholas Rankin, Sturgeon Falls, ON, Canada

Achievement Program

NMRA AP Certificate

Report for December 2004

*Indicates first Certificate of Achievement

Golden Spike

Richard Hait, Madison Heights, MI

Brooks Stover, Oakland, MI

Mark Seibert, Walsenburg, CO

Howard Smith, Colorado Springs, CO
Robert Sorensen, Bloomington, MN

Master Builder - Motive Power

None this month

Master Builder - Cars

Paul Richardson, Garland, TX
Richard Newmiller, Dresher, PA
Charlie Crawford, Marietta, GA

Master Builder - Structures

Douglas Kirkpatrick, Falls Church, VA
Richard Newmiller, Dresher, PA

Master Builder - Scenery

Donald Birdsong, Lexington, KY

Master Builder - Prototype Modeler

None this month

Model Railroad Engineer - Civil

None this month

Model Railroad Engineer - Electrical

Albert Kohut, Indianapolis, IN

Chief Dispatcher

Albert Kohut, Indianapolis, IN

Association Official

None this month

Association Volunteer

David Davis, Carrollton, TX
Steven Boeck, Kansas City, MO*
Scott Perry, Smyrna, GA
Ron Einarson, Winnipeg, MB
Gerry Leone, Excelsior, MN

Model Railroad Author

None this month

Master Model Railroader

Paul Richardson, Garland, TX
Gerry Leone, Excelsior, MN

ACHIEVEMENT PROGRAM — CONTINUED

James J. Duffin Earns MMR 344

It was Christmas 1935 and the United States was working its way out of the Depression. On Christmas morning of that year, I was the most fortunate of boys because under the Christmas tree was an American Flyer passenger train making its way around that tree. Although the train was pulled by a steam engine, the entire train, including the engine, was painted a bright red with white window trim on the coaches. Imagine that, 1935 and I can still remember it as though it were yesterday.

Well, that got me started in the world of model trains. I was also fortunate because my father worked for the Railway Express Agency in Chicago. He was one of the lucky ones who kept his job during the Depression. Having a father working in

the railroad business brought with it many advantages for me. When my sister and I weren't in school, he would often take us on a round of visits to the railroad terminals in the downtown Chicago area on his day off. Of course we didn't do them all in one day, it took a year or so. My sister was bored to tears but it was heady stuff for me, an eight-year-old. To this day, I remember the smell of steam, coal dust, and oil, all mixed together.

We lived on Chicago's southwest side about three miles from Englewood station. Upon leaving Chicago, Englewood was the first stop for the New York Central, the Pennsylvania, the Nickel Plate, and the Rock Island. During the summer, when I was a bit older, I would ride over to Englewood on

my bike. I timed it so I would be there to catch the Twentieth Century Limited and the Broadway Limited. If I was lucky, I would see one of the Rock Island Rockets too. A Dreyfuss Hudson pulled the Twentieth Century in those days—what a sight! I was there so often I would get a wave from the engineer and chat briefly with the trainmen. I think they wondered about that kid on the bicycle who was there almost every day. With a beginning like that, it is no wonder that I have had a life-long love of trains. It is unfortunate that today, very few



boys have that opportunity.

My first scale model railroad was a modest affair consisting of an over-and-under track arrangement made with Atlas piers. It was a whopping four-by-four feet. Like most of us, along came the Navy in World War II, then college, and marriage and a family. There wasn't much time for model railroading with all that going on. I didn't get back into modeling until our last child left the roost.

HO seemed to have the most models available, so I launched into HO. There was a Christmas article in *Model Railroader* featuring a track plan

with an elevated engine facility and a small yard. Since our home didn't have a basement, this plan seemed the right size for a spare bedroom. A few friends and I had a great deal of fun with that railroad, but alas, I never got around to putting any scenery on it. Yes, you guessed it, we moved. The new lodgings were great. Although smaller than our previous home, the new place had a good-size basement. That basement is now the home of the Jamestown Route and takes up about half of it. The railroad features a two-track main, a good-size yard, engine facilities, a 2-percent grade, and a dozen industries. It also has an industrial district, which offers plenty of opportunities for

switching. The best part? It is completely operational and the scenery is 100-percent complete. The power is both DC and DCC.

I am a member of the Du Page Division of the Midwest Region. It was there that I received the encouragement to pursue the rewards that come with the Achievement Program. Among those rewards were the friendships I have made and the generosity of those friends to share their knowledge with me. To continue that tradition, one of those friends is starting a new railroad and I have been asked to help him. Nothing gives me greater pleasure. 📷

Gerry Leone Earns MMR 346

Strange as it sounds, I didn't realize that "model railroading" was something people did as a hobby until I was almost 30. Until then I'd guessed that a train layout was something you'd spend a few hours working on before you moved on to something else—just like building a model airplane or car. It wasn't until I happened upon a book by Leslie T. White, *Scale Model Railroading*, that I came to fully understand what a model railroad was. Or could be.

Like most of us, I grew up with a Lionel train set circling the Christmas tree at Mach 1. My dad, who wasn't big on planning, had laid some tracks on a board in the basement but never spent much time with it. So neither did I. When I turned six he walked into a hobby shop with a huge pile of Lionel equipment and walked out with a single Tyco starter set. That new set, like the old one, languished, even after he bought a retiring model railroader's entire layout—track, cars, books, and all—in the hope that having "more stuff" would somehow create "more enthusiasm." It didn't.

Everything was packed away until one Christmas far into the future when Dad's post-college son decided to set up a train around the tree again...and discovered Mr. White's book amidst the boxes. "Oh... Wow!"

The old Tyco set somehow grew into a 15' x 15' layout in my freezing South Minneapolis attic. And for four years everything was on the right track—until I decided to relive my youth by starting a rock band. What trains? What layout?

Eighteen years, three bands, two houses, and 10db of hearing loss later I found myself free of the desire to play in smoky bars and full of the desire to play with trains in the basement of my newly built house. On April 24, 2000, the Bona Vista Railroad was reborn.

Two things struck me when I turned 50. First, time flies. Second, the best time to start working on an MMR was yesterday. So I focused. Time, indeed, flew, and so did I. Three years later I achieved what I consider to be one of my proudest lifetime accomplishments: MMR 346.



In those intervening years I received certificates for Model Railroad Author, Model Railroad Engineer-Civil, Model Railroad Engineer-Electrical, Master Builder Scenery, Master Builder Structures, Master Builder Cars, and Association Volunteer.

Although I love writing articles for the commercial modeling press, in real life I play an advertising writer, and have been married to my tremendously supportive, tremendously talented quilting wife, Renay—who I met in one of the rock bands—for 20 years. 📷

Education Department Contacts

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Membership Thermometer

	Total	Count Change
Feb. 2004	19,137	(383)
Mar. 2004	19,790	.653
Apr. 2004	19,762	(28)
May 2004	19,798	.36
Jun. 2004	19,877	.79
Jul. 2004	19,789	(88)
Aug. 2004	19,823	.34
Sep. 2004	19,545	(278)
Oct. 2004	19,550	.5
Nov. 2004	19,510	(40)
Dec. 2004	19,365	(145)
Jan. 2005	19,478	.135