



NMRA BULLETIN

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2008 NMRA National Convention Dates and National Train Show Reservations:

Anaheim, CA • July 13 - 19, 2008 • Info: • <http://http://as2008.org/>
Train Show Booth Reservations—Debbie Draper, HLM, Registrar • 10837 N. 34th Place, Phoenix, AZ 85028-3310 • (602) 569-9072 • natltrainshow@aol.com
2009—Hartford, CT • 2010—Milwaukee, WI • 2011—Sacramento, CA

FUND RAISING DEPARTMENT

DO YOU WANT TO MAKE A DIFFERENCE ...LONG TERM?

By: Roger L. Cason, MMR
NMRA Fund Raising Manager

From time to time, people have included the NMRA in their estate plans because they wanted to support the NMRA, support the hobby, and help more people enjoy what they enjoyed. In short, they wanted to make a difference, long term. In the past, the NMRA had no formal way to recognize such generous and thoughtful people.

As the old saying goes, "That was then, and this is now." In July, the NMRA Board of Directors approved two motions to improve this situation. First, the Board established the NMRA Legacy Society. Everyone who includes a financial contribution to the NMRA in their estate plans, and who notifies the NMRA accordingly, will be a member of this society. Second, the Board established the NMRA General Endowment Fund, in perpetuity, to provide an ongoing source of support for NMRA activities. Many potential donors focus on the future, and therefore will want to leave money to some sort of formally managed endowment fund.

It's natural to avoid thinking about the situation that will exist when we're gone. But planning for the inevitable can be the best gift you can give to your family and to the organizations whose work you value. In that spirit, let me anticipate questions that readers may have about this new program:

Q. How will members of the Legacy Society be recognized?

A. A list of society members will be published at least annually in *SCALE RAILS*. We will, of course, omit people who wanted to remain anonymous.

Q. If someone signs up to be a member of the Legacy Society, do they have to furnish proof that they included the NMRA in their estate plan?

A. No, we'll take their word for it.

Q. Will this program replace the annual appeal for contributions?

A. No. We're trying to provide an appropriate "avenue" for people to contribute, regardless of their circumstances or motivation. Experience shows that most people contribute to an annual appeal to help with current operations. Most people specify bequests – i.e. they include organizations in

their estate plan – with something more permanent in mind.

Q. Is the NMRA General Endowment Fund simply a line on an accounting statement?

A. It's a lot more than that. It will operate under the general direction of the NMRA Investment Committee. There are restrictions on the types of investments that are permissible. To maintain the fund's purchasing power despite corrosive effects of inflation, there are also restrictions on the amount that can be spent from the Fund each year.

Q. Is the process of including an organization in one's estate plan complicated?

A. Normally, it does not have to be complicated. The NMRA does not give legal or financial planning advice, and you should probably check with your appropriate advisor. However, we note that people leaving money to other nonprofit organizations have used one or more of the following devices:

- If you're updating your will anyway (something we all should do periodically), it is usually a simple matter to include a nonprofit organization as one of the beneficiaries. This might be done by specifying a dollar amount. Or, it might be done by specifying a percentage (for example, two percent).

- If one's will is otherwise satisfactory, a codicil can be added (with appropriate legal assistance), specifying that money will go to a selected nonprofit organization.

- An organization may be named as a beneficiary of a life insurance policy.

- An organization may also be named as a beneficiary of the final distribution from an IRA or 401(k).

Including the NMRA in your estate plans can continue your support in perpetuity. If you would like more information, please contact Roger L. Cason, MMR, NMRA Fund Raising Manager, or Jenny Hendricks, NMRA Office Manager. Contact information for both is elsewhere in this issue of *SCALE RAILS*. 📞

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT

*Indicates first Certificate of Achievement
NOVEMBER 2007

GOLDEN SPIKE

Australasian Region

Laurie McLean, Tinbeerwah, QLD
Australia

Lone Star Region

Robert Mangrum, Early, Texas

Mid-Central Region

Mike Ippoliti, Canal Winchester, Ohio
Frank Russell, Mentor, Ohio

Mid-Continent Region

George Malcolm, Coralville, Iowa

Mid Eastern Region

Eugene Thommen, Bedford, Virginia

Midwest Region

David Crement, Carpentersville, Illinois
Jim Landwehr, Arlington Heights, Illinois
James Osborn, McHenry, Illinois

Northeastern Region

Kevin Surman, Saratoga Springs, New York

North Central Region

William Moore, Grosse Pointe Park, Michigan

MASTER BUILDER — CARS

Pacific Northwest Region

Ed Warren, MMR, Qualicum Beach, BC
Canada

MASTER BUILDER — STRUCTURES

Australasian Region

Laurie McLean,* Tinbeerwah, QLD
Australia
Geoff Notte, North Rocks, NSW
Australia

MASTER BUILDER — SCENERY

Australasian Region

Laurie McLean, Tinbeerwah, QLD
Australia

Northeastern Region

Dave Martini, Liverpool, New York

Pacific Northwest Region

Wesley Tintinger,* Columbia Falls,
Montana

MASTER BUILDER — PROTOTYPE MODELER

Rocky Mountain Region

Al Badham, Salt Lake City, Utah

MODEL RAILROAD ENGINEER — CIVIL

Australasian Region

John Parker, Umina Beach NSW
Australia

**MODEL RAILROAD ENGINEER —
ELECTRICAL**

Australasian Region

Frank Goode, Kalamunda WA Australia
Laurie McLean, Tinbeerwah, QLD
Australia

Northeastern Region

Kevin Surman,* Saratoga Springs, New
York

Pacific Northwest Region

Donald Slee, Surrey, BC Canada

Rocky Mountain Region

William J. Tulley, Sheridan, Wyoming

Sunshine Region

J. Joseph Brann, Orlando, Florida
David Sellers, Palm Harbor, Florida

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Mid-Central Region

Jerry Doyle,* Huntington, West
Virginia

MMRS EARNED



BOB WEINHEIMER EARNS MMR 402

As is often the case for other hobbyists, my first train set arrived in time for my third Christmas in 1955. Later, when I was in elementary school, we moved to a new house, and my dad built a larger layout for us. The usual distractions of the teen years took me away from model railroading. While in graduate school, I shared an apartment with a fellow who modeled in S scale and continues to do so to this day. He rekindled my interest in model railroading, which has continued to grow ever since.

After graduating, I took a job in the Louisville, Kentucky, area and joined the NMRA in 1980. While the activities of the local division at that time were more focused on social events and less on modeling, I was able to meet other modelers who greatly influenced my efforts and remain good friends. The Achievement Program was rarely, if ever, discussed and meant nothing to me. I began building and operating a layout that has survived two long-distance moves.

After several years in Louisville, I changed jobs in 1985 and found myself on the East Coast. I never did receive any communications from the local division, but did manage to connect with other modelers and my Pennsylvania Southern continued to grow. The Achievement Program remained of little interest, although I did begin to notice the articles in the *NMRA BULLETIN* such as this written by new Master Model Railroaders.

In 1988, I moved to Charleston, West Virginia, where I reside today. That same layout made the move and was again adapted to a new space. My understanding is that the local division was not doing much if anything at that time and was declared in-

active in the early 1990s. Members in this area were made part of Mid Central Region (MCR) Division 2 centered in Pittsburgh, a four-hour drive away. For me, it was never quite practical to get there for a meeting. I continued to build and operate while steadily improving my skills but still not thinking much about the Achievement Program. Whenever the subject came up with local modelers, we always regarded the paperwork as onerous and the chances of ever becoming an MMR as nearly impossible.

That all changed in 2003 when Division 9 was reactivated. I met many more modelers whom I did not previously know. I got to meet and know Ed Keith, MMR 201. Ed quickly dispelled any erroneous notions about paperwork requirements. He also suggested I carefully review the requirements for the various certificates. Much to my surprise, I found I had met virtually all the requirements for the Chief Dispatcher, Engineer – Electrical, Scenery, and Engineer – Civil certificates. I had to document Chief Dispatcher operating hours and developed a database that performed that function for our operating group. That effort was described in the July 2007 issue of *SCALE RAILS*. The first three certificates came quickly in the fall of 2006. I finished the scratchbuilding requirements for the Civil Engineer certificate in early 2007. I turned my attention to scratchbuilding cars, earning that certificate during the summer of 2007. Shortly after our division was reactivated, I was elected Assistant Superintendent and took on the job of division webmaster. Over time, I hosted and helped host various NMRA home layout tours. At the MCR regional convention in April 2007, I was named the region contest chair. By early August, I had all the points required for Association Volunteer. I had thought Structures would be my seventh certificate, but I found myself writing various articles for the division and region newsletters as well as an upcoming issue of the *Layout Design Journal*. Those articles, in combination with my layout web site, got me to Model Author must faster than I had anticipated.

The dates on the various certificates would lead one to think I did all the work in the space of one year and two weeks. Nothing could be farther from the truth. The early certificates are what I describe as low-hanging fruit, easy to pick. They represented work done over the past 25 years. The last two were earned by putting in time and

chipping away at the requirements. The Cars certificate was the only one that involved a serious, dedicated effort over a short period of time. In the end, the entire experience was not as hard as I had expected. The documentation for each certificate was not nearly as difficult as I had imagined. I learned quite a bit along the way and enjoyed every minute of the experience.

At one point, I had hoped to become MMR 400. As it happened, Lloyd Keyser got that one and told us that it means something very special to him as a C&NW modeler. I ended up with 402, exactly double Ed Keith's 201. That has been good for a laugh around here, and in the end, I am very pleased it happened that way.

In closing, I want to thank Ed Keith, MCR President Jerry Ashley, MCR AP Manager Frank Koch, Division 9 Superintendent Lin Young, and my fellow NMRA members who encouraged me and supported my efforts. I hope to return the favor to these and other modelers.

Bob has earned certificates for the following: Master Builder—Cars, Master Builder—Scenery, Model Railroad Engineer—Civil, Model Railroad Engineer—Electrical, Chief Dispatcher, Association Volunteer, Model Railroad Author.



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