

NMRA BULLETIN

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**Have you changed your address or
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e-mail: tlrprez@nmra.org

2020 NMRA National Convention Dates and National Train Show Reservations:
2020—St. Louis, MO • July 12–18, 2020 • <http://www.gateway2020.org>
Train Show Booth Reservations—Jenny Hendricks Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328
423-892-2846 • ntsreg@nmra.org
• 2021—Santa Clara, CA • 2022—Birmingham, England

ACHIEVEMENT PROGRAM

NMRA AP CERTIFICATE REPORT JULY 2019

GOLDEN SPIKE

Mid-Eastern Region

Robert Cook, Chesapeake, Virginia
Paul More, Glassboro, New Jersey

North Central Region

Richard Horn, Macomb, Michigan

Pacific Southwest Region

Mark Carnigham, Anaheim, California
Charles Fisher, Diamond Bar, California
Kenneth Hecker, Fullerton, California
David Okamura, Westminster, California
Foster Rash, Long Beach, California

Rocky Mountain Region

Ronald Davies, South Jordan, Utah
David Hansen, West Jordan, Utah
Eric Miller, Farmington, New Mexico

MASTER BUILDER - MOTIVE POWER

Mid-Eastern Region

Neal R. Anderson, Statesville, North Carolina

MASTER BUILDER - CARS

Midwest Region

Ken Mosny, Rockford, Illinois

Northeastern Region

James Fairbanks, Canandaigua, New York
John Feraca, Shirley, New York

MASTER BUILDER - STRUCTURES

Mid-Eastern Region

Paul More, Glassboro, New Jersey

Southeastern Region

Stephen Funsten, Roswell, Georgia

MASTER BUILDER - SCENERY

Mid-Eastern Region

Paul More, Glassboro, New Jersey

Pacific Southwest Region

Gordon Ramala, Placentia, California

Rocky Mountain Region

Kevin Anderson, North Salt Lake, Utah

MODEL RAILROAD ENGINEER - CIVIL

North Central Region

Gregory Rich, New Baltimore, Michigan

Northeastern Region

Mike Evans, Morrisonville, New York

MODEL RAILROAD ENGINEER - ELECTRICAL

Mid-Eastern Region

Robert Cook, Chesapeake, Virginia

Northeastern Region

Mike Evans, Morrisonville, New York

North Central Region

Gregory Rich, New Baltimore, Michigan

Southeastern Region

Stephen Funsten, Roswell, Georgia

CHIEF DISPATCHER

Lone Star Region

Melvin Richards, Allen, Texas

Pacific Southwest Region

James Keena, Santa Fe Springs, California

ASSOCIATION OFFICIAL

Lone Star Region

Rodney Fredericks, Baton Rouge, Louisiana
Marc LaChey, Richardson, Texas

Mid-Central Region

Keith DeVault, Morgantown, West Virginia

Midwest Region

John Leow, Marquette, Michigan

Northeastern Region

John McHugh, Plaistow, New Hampshire

Thousand Lakes Region

Thomas Gay, Fargo, North Dakota

ASSOCIATION VOLUNTEER

Pacific Southwest Region

John King, Twentynine Palms, California

Thousand Lakes Region

Arthur Suel, Savage, Minnesota

MODEL RAILROAD AUTHOR

Northeastern Region

Drew James, Clay, New York
Edward O'Rourke, Syracuse, New York
Erich Whitney, Derry, New Hampshire

Pacific Southwest Region

James Keena, Santa Fe Springs, California

Rocky Mountain Region

Martin Pirnat, Durango, Colorado

MASTER MODEL RAILROADER®

Neal R. Anderson, MMR® #641, Statesville, North Carolina

Mike Evans, MMR® #642, Morrisonville, New York

John Feraca, MMR® #643, Shirley, New York

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 fjkoch@hotmail.com

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

Did you know?

The NMRA Video Library has over 150 videos of clinics that were presented at National Conventions from the last 30 years. Virtually every model railroading topic you can think of has been covered...from scenery to operations to prototypes to electronics. If you missed the last few decades of National Conventions, you can still see some of the best clinics around.

Just log into www.nmra.org as a member, click on "Membership / Member Home" and click on the big red box that says "Watch clinic videos" next to the photo... it's that easy!



NATIONAL MODEL RAILROAD ASSOCIATION, INC.
2018 NMRA FINANCIAL REPORT – FISCAL YEAR ENDING DECEMBER 31, 2018

(FRANK J. KOCH, HLM, NMRA CFO)

This summary, also on the NMRA Member's only website, provides an overview of core income and expense items. Detail beyond that provided here is considered either Business Confidential (confidential contracts) or would divulge Personnel Information (salaries and benefits). There is additional perspective on the website. The summary is posted once the BOD accepts the Annual Audit at the Summer BOD meeting each year.

Statement of Activities (Budget/Results for 2018)

	2018 Budget	2018 Results	Comments
<u>Income</u>			
Operations	\$ 692,152	\$708,291	As expected
Magazine	\$ 371,505	\$375,278	As expected
Non-Dues Programs	\$ 515,048	\$628,096	Strong donations, KC convention/NTS
Investments	\$ 119,004	(\$35,419)	Market conditions, recovering
Howell Day Museum	<u>\$ 19,150</u>	<u>(\$30,993)</u>	Market conditions, recovering
Total Income	\$1,716,859	\$1,645,963	
<u>Expenses</u>			
Operations	\$ 788,727	\$ 662,368	HQ staffing below target, spending control
Magazine	\$ 405,235	\$ 440,743	Postage increases
Non-Dues Programs	\$ 412,548	\$ 430,859	As expected
Howell Day Museum	<u>\$ 578,925</u>	<u>\$ 130,993</u>	Delay in construction of exhibit
Total Expenses	\$2,185,435	\$1,664,963	

Statement of Financial Position (12/31/2018 - audited)

<u>Assets</u>	
Cash & Cash Equivalents	\$ 732,790
Investments at Market	\$3,584,616
Property and Equipment (Net of Depreciation)	\$ 49,836
Accounts Receivable	\$ 79,528
Prepaid Expenses	\$ 91,500
Inventory	<u>\$ 11,708</u>
Total Assets	\$4,549,978

Liabilities & Net Assets

Liabilities

Sales Tax Payable	\$ 11
Accrued Vacation Liability	\$ 12,000
Accounts Payable	\$ 28,857
Unearned Revenue (Future Dues/Subs & Future NTS)	<u>\$ 436,005</u>
Total Liabilities	\$ 476,873

Net Assets

Without Donor Restrictions	
Designated Funds (Life, BOD/Capital Reserves, Freytag Contest)	\$1,607,521
Undesignated Funds (Operating Funds)	<u>\$1,089,064</u>
Total Without Donor Restrictions	\$2,696,585

With Donor Restrictions (Museum, Diamond Club, Heart of America) \$1,376,520

Total Net Assets	<u>\$4,073,105</u>
Total Liabilities & Net Assets	\$4,549,978



**MARTIN A. (MARTY) MEGREGIAN,
DDS, EARNS MMR® #633**

My entrance into the world of model railroading started at the age of three. As a small child, I would climb up on stools, chairs, or ladders to unhook the door into my older brother's closet where he hid his S-gauge American Flyer from me. As I got a little older, I had my own American Flyer, and by age ten, ventured into HO. I was at the typical playing with trains stage, with no idea what model railroading was all about. This changed suddenly in 1966 when, as a sophomore in high school, I met the first person who would introduce me into the world of model railroading and real trains.

I met Jim Williamson in chemistry class at Willowbrook High School in Villa Park, Illinois. Jim introduced me to what would be a lifelong pursuit of love of modeling. I was already building cars but knew nothing of the prototype until meeting Jim. He introduced me to the *UP Smoke* series books, and it was love at first glance of Union Pacific to this very day. Jim also introduced me to the Ambroid 1 in 5000 series car kits.

From there, I did my first extremely crude scratchbuilding project, a UP 4-12-2 utilizing several TYCO 2-8-2 kits as the foundation of the locomotive and a Bowser semi Vanderbilt tender for the rest. The fact the drivers were way undersize never struck me at all. I have always wished this model still existed to show the determination at trying to learn mostly on my own at such a young age.

My entry into the world of the NMRA also started as a teenager when, while visit-

ing my older brother, I briefly attended the National Cincinnati convention in the mid-1960s. Here is where I learned that model railroading was organized. I was a wide-eyed kid loose in a candy shop now! This event led to some visits to the Salt Creek layout in Elmhurst, Illinois, where we were now living.

College certainly put a crimp in model activities, although I brought a few kits to campus to work on in my spare time. I had found valve gear components to make a Baltimore & Ohio dockside really look nice and was proud of this minimally kitbashed project!

Then, one winter day, while in dental school, we were in clinic during a whiteout, and I had just happened to bring a Kemtron UP centipede brass kit with me! We had all the stuff to make it happen in clinic, especially soldering equipment used in gold crown manufacturing. In a short while, my Bowser Challenger had a proper centipede tender!

My serious start in model railroading began after marrying my wife of 37 years, Annita. During this time, I first established my dental office with Annita there with me at every step. From day one, dentistry and trains became interwoven. I built a mini transportation museum and overhead O-scale Plexiglas train layout and filled the office with large color pictures, mostly steam, from the greatest Union Pacific photographers of all time. I also added several antique motorcycles. I then built an HO layout at home and started the Achievement Program with a Golden Spike Award. I then participated in numerous Sun Shine Region conventions and earned Volunteer. I got my Electrical,

Civil, and Scenery, and Association Official Certificates over the period stretching from the 1980s until 2002.

The HO layout came down shortly after the 2002 National in Fort Lauderdale, Florida. I was finally able to pursue my lifelong ambition to get into O scale at home and started my present O-scale layout. I already had O-scale operating in my dental office running overhead on Plexiglas since 1987. Now, I was able to do a layout with scenery in O scale once and for all.

Something happened around 2016 when I met Al Sohl, MMR® while putting on Prototype Rails — an annual show that recently celebrated its 19th year that I help run. Al *really* pressed me about the AP. I told him I had five certificates going back to 2002 but was hung up on the last two. Al came to the rescue after seeing my O-scale scratch-built UP Pocatello shop goat 0-6-0T that I had constructed over two years. I even had pictures of it in *Railroad Model Craftsman*. I didn't think it was good enough, but the real issue was I did not understand how to count points.

Further, I also had heavily kitbashed an early-run Sunset UP 4-12-2 from a Gresley valve gear version to the never-offered-in-O-scale double-Walschaerts valve gear version, which was a monstrous undertaking of an expensive model. It turned out spectacular, and one of my favorite things is running O-scale double-headed UP 4-12-2s' with both type valve gear. In O scale, you can truly appreciate the crazy things it took to do the inside valve gear and make it operable. I have completed an in-depth article on it awaiting publication. Help received on that model came from Sandy McCullough, former UP historical society President. He helped the society preserve the actual Gresley to double-Walschaerts engineering plans complements of the UP and gave me copies.

I had the same trepidation about points with the 4-12-2, but Al again said just write it up along with the shop goat and have them judged.

Al pushed me into having them judged and told me how to write it all up. Further, our judges explained that a scratchbuilt part could consist of many parts, all of which count to offset any commercial parts used. Now I could see there was enough there to attempt my Motive Power Certificate. Coupled with a UP 4-4-2 Atlantic kitbash-

ing done years earlier, and I was down to one more certificate. I chose Chief Dispatcher, since Al was having op sessions and that got me on the last leg.

Mind you, after many years of modeling, I had *never* been part of an op session! Now I have done a bundle in barely two years at Al's Western Bay and Ken Farnham's FEC Chamberlain Division layouts. I quickly learned some aspects of dispatching can really be tough. I was so glad to get the 10 dispatching hours done and get onto running trains. A couple of the guys who operate Al's layout have a natural touch for it. Al went so far as to have a group session

last summer with nine of us working on our paperwork together. The Dispatcher paperwork is the hardest of all the Certificates. Again, it would not have happened without Al Sohl pushing me.

I feel honored to have earned MMR® after starting the process more than 25 years ago, but I have to credit once more, the two who got me going, and who gave me the push.

Jim, if you are out there anywhere, thanks!

Al, I can't thank you enough for the push- and push and *push!* I haven't met anyone else with the desire to see folks do well

in the Achievement Program and willing to help at every turn.

Certificates Earned Marty Megregian, MMR® 633

Master Builder – Scenery
Master Builder – Motive Power
Association Volunteer
Association Official
Model Railroad Engineer –
Electrical
Model Railroad Engineer – Civil
Chief Dispatcher

MMR® EARNED

DENNIS KRAUSMAN EARNS MMR® #622

My journey toward a Master Model Railroader® Certificate began as many other model railroaders with a Lionel Train Set when I was 8 years old. From here, my passion for model railroading took an almost 20-year detour.

Growing up on a farm in central Iowa, our farm was bisected by The Milwaukee's main line from Chicago to Omaha, and I saw their trains everyday growing up. My dreams back then had nothing to do with these every day trains but had everything to do with growing up someday to be a farmer. At some time in my high school days, that love of farming diminished, replaced by sports and girls. With my mother's encouragement, I decided to attend college and become a high school science teacher. That love also diminished before I graduated, and I entered the heavy highway construction business while I determined what I wanted to be when I grew up.

When I was 27 years old with a wife and two young daughters, I was assembling dollhouses and doll buggies on Christmas Eve, when I told my wife I needed a hobby outside the feminine world in which I found myself. The day after Christmas, I went to the local hobby shop and purchased my first HO train set. Before I knew it, I was kitbashing locomotives to resemble the look I wanted on my fictitious (not fictitious in my mind, of course) Sioux City Western Railroad. I discovered Champ Decals and was able to use their generic word sets to create decals for my locomotives and cabooses. Sioux City, at that time, did not have strong model railroad community that I knew of and thus was the start of my closet modeling. I did, however, join the NMRA not long after my modeling



interests began, and through the magazines, I found much of the help I needed. It wasn't until another 20 years that I discovered the all-important aspect of sharing with my fellow model railroaders. It's through this community of sharing that I learned how to improve my modeling skills and to enter models in contests.

I entered my first two models in a Region Contest and felt good with my efforts. However, after failing to get at least 80 points, I was a little disappointed, little being a relative term. However, after reading the judges' comments, I realized they were not critical but pointed out with encouragement the things I needed to do to improve. During this time, I had a Division friend, Bruce Burbank, an MMR® himself, who continued to encourage me. In late 2014, Bruce and several others were at my layout, judging the scenery for my Scenery AP Certificate. After the judging was complete, Bruce commented that if I would spend a small percentage of the

time it took to build my merit-winning models to do the paperwork for AP Certificates, I would soon be an MMR®. He told me to get my fanny in gear because he wanted to see that happen while he was still living — unfortunately, that did not happen. I give a lot of credit to Bruce for encouraging me to work toward my MMR®. Coincidentally, on that same visit in late 2014, he inspected a model car I was working on and gave me a few pointers that he said should produce a “Best of Show” model. Six months later, at the Region Convention Contest, the model won “Best of Show” and was later featured in an article in the *NMRA MAGAZINE*.

Forty-four years after that eventful Christmas Eve of dollhouse and doll buggy assemblies, I have earned my Master Model Railroader® Certificate and along the way have grandchildren who have enjoyed the hobby as well.

As well as building models during this time, I have served as our Division Assistant Superintendent, Superintendent, Secretary, Newsletter Editor, and currently its AP Chairperson. I also am presently the Region President and have given several clinics and presentations on building models. By serving the Division and Region, I hope I have given back a little to all those who helped me along the way.

Certificates Earned Dennis Krausman, MMR® 622

Master Builder – Prototype Models
Master Builder – Scenery
Master Builder – Cars
Association Volunteer
Association Official
Model Railroad Author
Model Railroad Engineer –
Electrical

WESTERN DISTRICT DIRECTOR ELECTION NOTICE

Voting for the election of Western District Director opens October 17, 2019. The voting period has been pushed back to finalize the slate of candidates.

This election is open to voting members of the Western District.

If you are a voting member of the Western District you will receive a ballot by email, through Electionbuddy.com, on October 17. If you do not have an email address on file, you will receive a ballot through the US Postal Service in mid-October. Voting closes November 17. The slate of candidates will be available in the Members Only section of the NMRA website October 7.

If you have questions please email elections@nmra.org.

Rick Coble
Secretary

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In Railroad Construction



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