



## Coast Dispatcher September 2014

Coast Division Web Site: <http://www.pcrnmra.org/coast>

Pacific Coast Region Web Site: <http://www.pcrnmra.org>

### Welcome to the Coast Division of PCR

Division Meet  
September 7, 2014  
Alameda Elks Lodge  
2255 Santa Clara Ave, Alameda, Ca

9:00 AM ..... Doors open. Free Door Prizes. Buy Raffle Tickets.  
9:30 AM ..... Get Auction Cards.  
10:00 AM ..... 3D Printing– Darby Johnson with his 3D printed Grizzly Peak Model Trains  
10:00 AM ..... Achievement Awards, Help filling out the forms– Pat La Torres  
11:00 AM ..... Build a Memory: Part 3, Scenery – Frank Markovich and Mike Blumensaadt  
11:00 AM ..... Model Railroad Roundtable moderated by Howard McKinney Theme: "More Ach Awards Help"  
12 Noon ..... Business Meeting  
~1:00 PM\* ..... Auction starts, Roundtable continues  
1:30 PM ..... Model/Photo Contest Results – afterward Auction continues  
3:30 PM ..... Timesaver Results, Door Prizes– afterward Auction continues if required

9:30 AM – 1:15 PM:

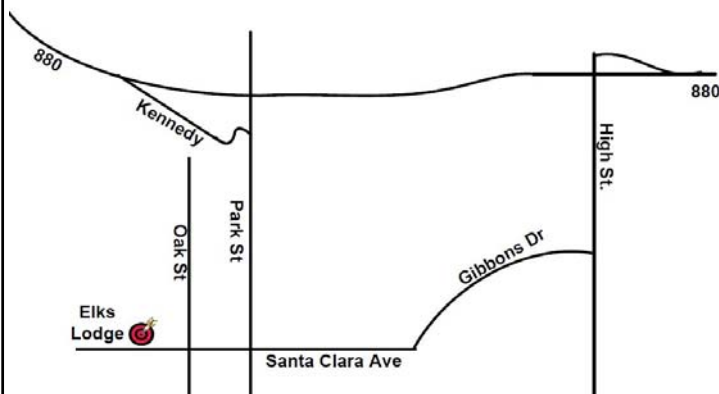
Model Contest: Steam, Diesel/Other Locomotives, Passenger Cars

Photo Contest: Caboose

Allen Fenton Timesaver Switching Contest (until 3:15)

\* Auction actually starts as soon as Business Meeting ends.

### Directions to the Alameda Elks Lodge



From the North:

Take Highway 880 south.

Take exit #39B/23Rd Avenue/Alameda onto Kennedy St.

Turn right onto 23rd Ave and then bear right onto 29th which becomes Park. Turn right on Santa Clara.

From the South:

Take Highway 880 North

Take Exit 38, High St. Turn left on High St.

Bear Right on Gibbons. Turn right on Santa Clara.

The Elks Lodge is on the right just past Oak St.

There is parking in the back.

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**Editor's Notes**

In keeping with my intent of having more layout stuff in the Dispatcher, this month we have two articles. The first is the last of Tom Vanden Bosch's Working on a Mod3el Railroad in Oklahoma. The second is an article by Tom Harryman on his High Sierra Stamp Mill.

If you can write an article with pictures of your layout, we would love to post it in the Dispatcher

## ***Coast Division Superintendent's Report***

***Frank Markovich***

We have a location now – Elks club in Alameda on Sunday, September 7<sup>th</sup>. Great location and a great big thank you to everyone who gave me leads. You should have received a postcard with directions but in case you need them, here is the address: 2255 Santa Clara Ave, Alameda, CA 94501 (510) 522-1015. I have gone to the site to view it and it is a great site for our meet!

It will start at 9:30 AM. There will be three clinics and a roundtable. I really want to encourage entries into the contest so there will be an extra door prize ticket again for every entry in the model or photo contest even if it is just show and tell. At this time the clinics are Build a Memory – Scenery and last part of foam installation – beginners, but there will be enough for even master modelers in this – given by Mike Blumensaadt and Myself in addition to two other exciting clinics. One given on 3D printing. I have already seen their models and they are superb. It will be given by Darby Johnston and Sici Trevino. See the website: <https://vimeo.com/97259131>. Another clinic will be given by Pat LaTorres on the Achievement program. He has an article about this elsewhere but the highlights are that Pat and I will help fill out forms for people and Pat will show that the paperwork is not the big deal that everyone seems to think it is. We will both be available for judging for merit awards.

On that subject – there are models that come close and with a little work and better information, an award can be given. That was the case at the last meet.

The roundtable will be led by Howard again and the kick off topic will be continuation of filling out forms and other topics.

Again the auction made a sizeable amount due to a number of FSM kits. Some awesome kits were for sale.

We had 80 people in attendance and I believe a good time was had by all

We had two clinics. The first was by Richard Brennan on TT scale – lots of historical models and a great presentation. Mike and I did the 2<sup>nd</sup> of 4 parts on Build a Memory in N scale. Mike did most of the work.

## ***The Director's Cut***

***By Mark Schutzer***

Well I hope all of you have had a good summer. As I write this the National Convention in Cleveland has just completed and I hope some of you had a chance to attend.

I've been busy remodeling a bathroom so I haven't had a lot of free time for modeling activities. I'm looking forward to when all the house projects are done so that I can spend more time on the hobby. That seems to be a dilemma these days, too much to do and too little time left over for the hobby stuff. I'm sure I'm not alone in this regard.

For those who attended the LDSIG / OPSIG meet earlier this year you will be familiar with the great new site (Alameda Elks Club) where we will be holding the September Coast Division meet. There are at least three great clinics scheduled and there will be the usual day of socializing followed by the always popular auction. I hope to see you all there.

That's all for now,

Mark

***(Continued on page 5)***

## ***Climb Aboard The Club Car!***

***Jack Burgess, 2015 Publicity Chairman***



The next Pacific Coast Region Convention will be here in the Coast Division! It will be on May 13-17, 2015 in Newark at the newly-renovated Newark-Fremont Double Tree by Hilton.

The 2015 PCR Convention will be different! For the first time, members of model railroad clubs in the greater Bay Area will also be able to attend this Convention even if they are not NMRA members! This difference is reflected in the name of our Convention...The Club Car. So climb aboard and join us!

The Convention will be filled with clinics, model contests, layout tours, operating sessions, prototype tours, and a special Banquet. Expect more layout tours than you will have time to visit! The list of layouts which will be open for viewing has already grown to over two dozen including some layouts which have not previously been open during conventions.

Also expect more clinics than you will have time to attend! Have you heard of Makerfaires? They are special events which showcase all of the fresh innovations in robots, electronics, and tools such as laser cutters and 3D printers. The clinic program for The Club Car will have a "Maker Train" with hands-on clinics around soldering, 3D printing, Arduino electronics, and other neat stuff.

If you have thought about getting more into operations, you will want to register early to get a better chance to participate in the many operating sessions which will be available during the Convention.

A special guest for the Convention will be Tony Koester. Tony is the Editor of *Model Railroad Planning* and author of the monthly "Trains of Thought" column in *Model Railroader* magazine. He will give us an update on his Nickel Plate Railroad layout and also entertain us with a Banquet talk which will be enjoyed by both modelers and their spouses.

Online registration is available right now! Log onto the Convention website at [www.pcrnmra.org/conv2015/](http://www.pcrnmra.org/conv2015/) to register or get more information.

## ***Auction Chairman's Report***

***By John Marshall***

The September Division Meet Auction will include a fair number of N Scale items and older Lionel items in both standard gauge and O/O27 sizes.

Thank you and hoping to see you in September,  
John Marshall

## ***John Allen Jam Breakfast – July 2, 2014 in Newark California.***

Each year people get together to remember John Allen, this year we had a very large group at an Ithop in Newark. Even had Charlie Getz the NMRA president. Great time with a great bunch of guys.



Mark Rhine, Don Marenzi, Stanley Keiser, Dave Krutzinger, Rod Smith, Jim Eckman, Ron Kolo, Dave Connery, Darrell Dennis, Frank Markovich, and Charlie Getz (NMRA President).

## ***Coast Division Publicity Report***

***By Steve Wesolowski***

It's Summer; there are no local GTE train shows. Yahoo! Plus I'm really enjoying NOT doing PCR 2015 Publicity: Thank You, Jack Burgess!! I'm doing major home repairs and some modeling railroading instead. Silly me: I decided to enjoy seeing if I can keep LGB trains running at Sam's BBQ, despite the greasy smoky oven exhaust onto the track.

The European Train Enthusiasts set up modules at Hiller Museum last weekend. Paul Ingraham gave out some Coast Meet fliers & other info.

I found ETE fun: I found sources for parts to fix LGB trains, some narrow gauge HOe/HOn30 stuff and I also saw my first (model) steam condensing tender: Hitler used them to invade Russia & I learned South African narrow gauge used them!

I really DO enjoy/like all trains, even those "funny-looking" European trains, especially if they're narrow gauge!

However, I also found the ETE show frustrating: Prototype Operations on the local Swiss Meter Group's modules. It took me 15+ minutes for a 12 car "TimeSaver" problem. Some visitors laughed at my seemingly endless switching problems, especially the 4-7 attempts every time I tried to either uncouple or couple the Euro Hook/Loop couplers. IMO, more visitors may have preferred seeing ANY train run on the mainline than watching my struggles. I re-learned why I love Kadee's Couplers from Nn3 to Fn3 gauges!

Maybe I shouldn't, but I eagerly anticipate running Asian Rail Narrow Gauge at Los Altos Train Days & continuing my Modeler's Challenge at September's Coast Meet. I'm learning to curse in languages no one else (locally) understands, to prepare for Hook & Loop switching Los Altos, and completing an entry in every Model and Photo Category.

**If someone else wants to be Coast Division Publicity Volunteer, I'll do something else. 14 years is long enough. I'll teach you all I know in 5-10 minutes.**

Happy Trains to you, until we meet again! but, not in a corn field.

Steve Wesolowski



## ***Working On A Model Railroad in Oklahoma—part IV***

***By Tom Vanden Bosch***

I'm going to make this the last installment, at least for now. This is a photo tour of the KCS 3<sup>rd</sup> Sub model railroad as it exists today. We start above with the staging yard and the Waldron branch above it. In the background is the helix connecting the mushroom upper section with the rest of the layout. The loco's visible are on Northbound trains. Southbound trains climb the helix and enter the layout on the upper level.



This is the engine terminal at Heavener, the main yard. The engine house is a Pikestuff kit with an extra section ( note 5 roof vents) and a concrete was below the metal walls like the prototype. A sanding tower is yet to be added at the far end of the engine house.

This is an overview of the Heavener yard. The South end yard ladder panel is visible. Clipboards hanging from the fascia hold switch lists for trains and switch jobs. The table at the curve of the yard is the yardmasters work station. A yardmaster and two switch jobs work the yard.



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Leaving Heavener Northbound you cross the trestle in South Poteau and enter Poteau itself. Cherry Wholesale food warehouse and cold storage facility can be seen on the left. This model uses Walthers freight warehouse and cold storage building. Both kits were narrowed by one-third to fit the space available.



Fort Smith is on the opposite side of the peninsula from Poteau at the end of a branch line that departs the mainline in North Poteau and passes through the only tunnel in Oklahoma en route. The tunnel is modeled. Fort Smith has the usual feed business, several furniture warehouses, a steel dealer and interchange with the Burlington Northern. The Northbound mainline passes below and in front of Fort Smith on its way to Spiro.

Continuing North, the mainline round the peninsula and enters Spiro where there are Hatter Feed, CO-OP Feed, Williams Molasses, Ollies Lumber and Oil Spot. Hatter Feed in the foreground utilizes Walther's feed mill (2), surge bins (4 modified) and elevator. The large tank is a Rix product. Ollies lumber is a Walthers kit.

The CO-OP/Williams Molasses site is at the North end of Spiro where the black tank is currently located. The facility combined hay and molasses to make cattle feed. We are still trying to determine what it looked like before modeling it.



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Leaving Spiro the mainline passes over the North Spiro highway bridge and travels to the deck girder span over the Arkansas River. The span has nine sections and is scratch built. Each span is a wood block covered with styrene and suitably detailed. The piers are resin castings in four parts. Walkways and ladders are still to be added.

The next two photos show Sallisaw yard, the overpass at the North end of the yard, and a close-up of the Sallisaw depot.



The through girder overpass is a Walther's kit, modified to better represent the prototype. The houses are Kibri or Vollmer with the brown church (doesn't look like a church but it is) scratch built. My wife painted the Sallisaw town on the backdrop.

The Sallisaw depot is scratch built following plans from the KCS Historical Society drawn by Dr. Nich Muff. This yard, midway through the 3<sup>rd</sup> Sub is a challenge to operate and usually keeps two persons busy.



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Sallisaw yard services three industries, swaps cars with North and South bound manifests, interchanges with the Missouri Pacific and makes up the Westville dodger. Local industries include Holley Carburator, a team track and Crown Zellerbach creosoting facility.

North of Sallisaw the mainline passes through Marbel City. The railroad interchanges with St. Clair Lime which operates a branch from there to the plant. Enroute to the plant the branch crosses Sallisaw Creek on a combined through truss and deck truss bridge. The bridge is kitbashed/scratched from two Centray Valley kits. It is two bays longer, has a curved upper chord and a scratchbuilt lower chord. The vertical members are diagonals from the kit and the diagonals are



scratchbuilt. The deck girder is a Micro Engineering Kit, abutments are wood and piers are from Cooch.

The lime plant is a kit bash using parts from Walther's Cement Dealer, Asphalt Dealer, several Glacier Gravel kits and scratchbuilt housing on top of the silos. The limestone piles are shaped foam with grey ballast glued over them. The rock casting behind the piles is from a Bragdon mold. The Northbound mainline climbs above and behind the lime plant towards Stilwell. Stilwell, named for the builder of the KCS, is still a work in progress.

The depot is the only permanent building there. Others are stand-ins for future projects. The Stilwell depot is scratchbuilt again using plans by Dr. Nick Muff. The basis of the brick walls was sections of the NMRA Headquarters Building kit; sections without openings were cut out and glued together to give walls of suitable length. Window and door openings were cut for Grandline parts.



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When completed, Stilwell will have a bakery and warehouse about where the grey building is now and about 10 scale feet higher. There also will be a warehouse like the brick one shown and a feed facility the shape of which is to be determined.

From Stilwell the mainline passes through Westville, undeveloped at the time of these photos. Westville is the site of a very large Cargill grain and feed facility currently under construction, and two smaller feed facilities.



After Westville the mainline passes Hudson or Feeder, the location of a large feed grain facility supplying nearby chicken farms, the blue coops on the backdrop. The last photo looks North past the Feeder grain facility to Watts which is the entrance to the top of the helix.

I hope you have found my Oklahoma adventures in model railroading interesting. If you want more about the KCS 3<sup>rd</sup> Sub go to [kcs3.com](http://kcs3.com).

## ***Registrar's Report***

***By Ronnie La Torres***

### **Registrants**

COAST	66
R E D	3
SIERRA	3
D A Y	1
Murrietta/ North West	1
Guests:	<u>6</u>
Total	80

### **Sales**

Rail Pass	\$10.00
First Timer / New Membership	\$52.00
Renewal	\$74.00
Badge Money In	\$ 6.00
Door Prize Ticket Sales	\$85.00

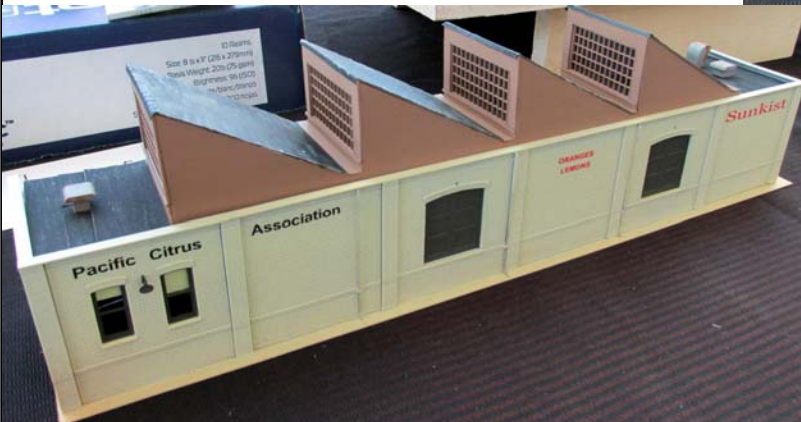


## Model and Photo Contest Report

Jim Eckman

### Structures

**1st Place** Frank Markovich's Surry Parker, this is an old Tom Yorke that had a very checkered history! It's a Southern prototype, should we call it Swamp Thing?



### 2nd Place (Tie)

Christopher Palermo's Southern California Citrus Packing House (Background Building), based on real packing houses.

Steve Wesolowski's NCNG Chicago Park Station, scratchbuilt



**3rd Place** Ken Martin's C.B. & Q. Std. 20X40 depot, scratchbuilt, he also brought the prototype plan with him.

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### Traction and Self Propelled

**1st Place** Steve Wesolowski's

'G' Railcar => 'F' Scale,

Prophylaxis Railroad

This was a bag of parts that Steve collected together, hopefully we will see more progress soon!

(no picture)

### Diorama and Display

**1st Place** Earl Girbovan's

Popovich Pipe, one hell of a diorama. Earl has set up the doors to work via servo and



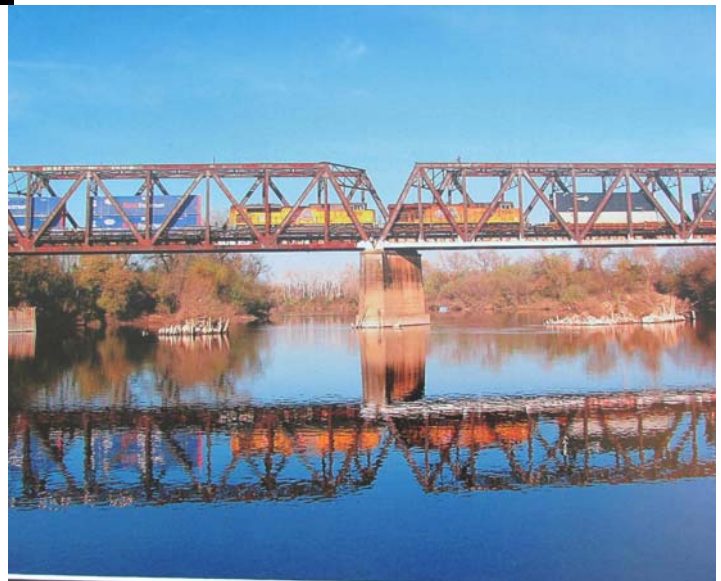
has added details like laser cut machine tools to the interior. He says there are more details to add and that it will make a return showing. Looking forward to it.

**2nd Place** Steve Wesolowski's West Valley Live Steamers, Live Steam, extremely funny, a few non-hobbyist's really loved it!



### Photo Contest

**1st Place** Eugene Brichacek's *MTD Train DPU's Crossing the American River Bridge*, this location requires a fair amount of hiking to get to.



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**2nd Place (Tie)**

Steve Wesolowski's *State Belt RR Roundhouse* 2012



Ken Martin's *Cloquet Terminal RR*

**3rd Place (Tie)**

Steve Wesolowski's *Silver Charger* in 2010,  
taken at the St. Louis Museum of  
Transportation



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Pat LaTorres' *SP* at Yuba City



**Show and Tell**  
Mike Coen's Custom  
Painted Proto-Freelance SN  
MP15

Al Kuhn's  
Scratchbuilt PRR  
Clearance Car



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Pat LaTorres' On30 Yosemite Short Line Caboose  
(Judged for merit)



**A very nice showing:**



## ***High Sierra Stamp Mill and Mine with Cableway Ore Bucket System***

***By Tom Harryman***

Over my years of modeling I have been inspired by anyone who has taken their time to write up their experiences. Like most of us I have been complacent in sharing a modeling experience. Recently, through the probing of members of our PCR Contest Committee, I have elected to embark and take to pen and ink. This is mostly done to also inspire you to do likewise. This was also the result of filling out NMRA contest forms for the models described below.

The intended time period of these mine structures would have been in the 1900-1920 era. Researching for the models was thru Google, visiting the Eureka Mine State Historic site in Nevada City, CA, Kennedy Mine, Jackson, CA, backpacking into the US Grant and Excelsior mines in Sierra County CA, and digging thru various web based sites, especially the College of Mines, Denver, CO. This led to a great volume of information used in the development of these models. The Eureka Mine and Kennedy Mine and other non-identified mine structures in Colorado, Idaho and Nevada were compiled. Photo type structures were too large to model for the small layout space allotted. Final size of model was shrunk down to a more workable size to meet ultimate limitations on the Walnut Creek Model Railroad Society's layout. This model complex is scratch built. Other than the Grant and Tichy windows and doors, stairs from JL Innovative Designs, miscellaneous detailing, people, and the Rio Grande Models steam winch used as the mine hoist, nothing came from a prepackaged commercial kit. Other than the wood sheet siding used for



the stamp mill and corrugated roof panels, all dimensional lumber was cut to fit, board by board construction. Brass sheet, dimensional angles and tubing were fabricated to form and fit, then soldered by means of resistance soldering and solder iron. Foundations and bagged ore were cast from plaster and sculpted to their final form, then sealed and painted. All people used on this model were repainted to more realistic colors. Plastic parts were either painted with Floquil, Tru-Color Acetone, or with Testors Enamel paints. Other than the ink-alcohol staining, all major painting was air brushed and finished detailed by hand brushing. As the location of this mine complex is envisioned to be in a remote area, actual signage would be limited. Caution signs and water marker level signs were computer generated and shrunk to size. When the model is installed actual ore and spoil tailing from near the Eureka Mine, Nevada City, CA, will be used to further enhance the scene of the structure. This project was a lot of fun. It required a lot of research off the Internet, visitation to actual sites, and thru various Western Mining, Geographical Historical and Railroad books. The complexity of mixing the desired design characteristics sought, and then shrinking the model to meet layout limitations proved satisfying thru a collaborative effort by the members of the Walnut Creek Model

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Railroad Society. No available commercial plans were available for this model. The plans used were either drawn or structures 'free lanced' in design with use of available photos. If plans were not drawn to support construction of these structures the final result is 'what felt and looked good to the modeler'.

The structures also resulted in using a lot of ingenuity in their completion. Molds were used for stone foundations. Plaster was sculpted to meet the models intent. Jigs were used to layout and assemble stairwells and the mine head frame. Use of a jig for assembly of stairs was attempted. Upholstery thread was used for the guide cables of the smoke stack of the boiler for the mine. Structures are removable from their foundation to aid in replacing burnt out electric mini bulbs. G-Scale smoke generator is used to produce smoke. Cable which will be used on the cable-way drive mechanism for transport of ore gondolas to-from structures is from RC airplane braided cable control. The drive mechanism for the cable-way is geared with hand turned pulleys either soldered or screwed together. This mechanism uses O-rings to drive the pulley gear reduction mechanism. Signs are computer generated, laser printed to desired size.

As this entire mine complex is considered to be far from any electrical grid to provide power, steam power was envisioned for intended source of power for the complex.

During research it became apparent that a working cableway would be justified to connect these mine structures in the delivery of ore from the mine to stamp mill. Additional research for operational cableway bucket mechanism was required prior to finalization of the basic structures. Finding little on cableway details to aid in modeling, this aspect of these models proved challenging from a mechanical, fabrication, and electrical drive stand point.

#### Construction

Actual construction of the buildings was routine. Structure drawings were based on theoretical dimensions as to what felt good for the location site of the model. Actual terrain of the existing layout dictated the height of the model. Overall, the Mill is 6 stories high – from rail head to stamp mill receiving building. Overall the Mine is 4 stories high – from ground to Head Frame mine pulleys. As the intended sites were to be in a sunken contour of an existing hill side, cableway towers were included to gain height and add realism to gain elevation for the ore bucket transport system.

Once the structure size was determined, it was a matter of simple layout for sides and ends. Grandt and Tichy door and window plastic castings were used throughout this complex. All wood is scaled to size, pre stained with an ink-alcohol mixture. Head frame bents were constructed using a fixed pattern jig. Window glazing is clear plastic sheet cut to fit the window opening. Plaster molds of stone foundations were poured and sculpted to meet modeler's intent. Roofs are metal corrugated panels from Northwest Scale Lumber Company, painted with a mixture of tones to represent aged metal.

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Power generating and water pumping are performed inside the buildings. Stand-alone steam boilers are found outside along with their fuel oil storage. The stamp mill horizontal steam boiler and fuel oil storage tank were built from brass sheet, tubing and dimensional angle, soldered together. Smoke stack for the stamp mill is a dimensional plastic tube fitted to Grandt Smoke Stack detailing parts. The origin for the vertical boiler for the mine is unknown – it was found in a parts box. Its smoke stack was lengthened with a brass tube. Cal Scale boiler door, pop off valves and whistle were used. Steam and water piping is brass tubing and rod bent to shape. Smoke stack cable bracing for the stamp mill boiler is made from upholstery thread. Bracing on the mine's boiler is brass, fabricated from flat bar and mounted to the structure. Both steam boilers and stacks are designed to accommodate smoke stimulation by a G Scale locomotive smoke generator which will be installed under the layout with smoke being piped thru the stack.

The mine shaft ore bucket lift is powered from a Rio Grande Models double winch found on the second floor of the mine structure. Brass angles and sheet was used in the fabrication of the mines head frame ore bucket retrieving system. Its design allows the ore bucket to travel deep from within the mine to the tippie on the mine building. Future electronics will allow automatic timed up and down movement of this ore bucket operation.

The cableway transport system was challenging to design and build. Design information on cableways is limited. The mechanical drive was designed by means of pulleys and O-ring drive components. All drive pulleys were scratched built, machine turning halves, and then either soldering or screwing them together. The receiving cableway ore car pulley and guide systems are found in the ceiling of the stamp mill receiving building and in the ceiling on the first floor of the mine. The ultimate cable to be used for the cableway is from a model aircraft control braded cable mechanism.

At the top of the stamp mill structure is a 10,000 gallon water tank, located adjacent to the cableway receiving building. The 8,000 gallon water tank for the mine is on a tower standing adjacent to the building. Foundations for both are sculptured stone. The stamp mill tank foundation is modeled with retaining walls to contour to grade elevation. Tank construction is board by board - timber by timber, pre stained with an alcohol-ink solution, prior to being assembled. Water is simulated with use of clear epoxy. Water tank fill level marker board, as with caution signs were computer generated.

Stairwells were difficult to assemble, fit and to install. Construction is with dimensional lumber (board by board - timber by timber) cut to fit. Stairs are from JL Innovative Designs. An attempt to construct the stairwells in a jig was attempted. Instead of attaching to the stairwells to the stamp mill structure, stairwells were mounted to the building foundations. This should aid in alignment of the structure during installation, as well as lends to the structure to be removable in replacing burnt out mini electric bulbs in the future. There are approximately 25 - 1.5 amp. mini electric bulbs used in the lighting of the stamp mill and 12 lights in the mine.

People are not from any known manufacture but thru an importer off EBay. Upon their receipt their amazing finished colors were 'dazzling', especially the bright hot pink. Once figures were drilled and fitted with mounting legs, they were air brushed and then hand painted to more realistic period colors. There are approximately 20 people installed throughout the stamp mill and 16 on the mine. Processed ore is packaged in sacks at the stamp mill which are cast molded plaster sculpted to size, then sealed with various paint tones. The 55 gallon steel oil drums are from Grandt painted to represent both new and used drums.

In summary, this project was a lot of fun. It required a lot of research off the Internet, visitation to actual mine and stamp mill sites, revisiting my high school mechanical engineering days for drafting purposes, working with other skilled modelers to finalize plans and desired effects of the structure complex. It allowed me to gain new insight and appreciation as to how the NMRA contest rules are designed and what is required to accomplish their write-ups. I hope I've inspired you to start modeling again. I also hope to catch you at a Divisional contest sometime in the future.

## ***Welcome to the InfoNet News For July, 2014***

### **A message from Allen Pollock, Interim At Large North American Director -**

I have just returned from the Board of Directors meeting held in Cleveland on July 11th and 12<sup>th</sup>. There were many topics discussed and acted upon, most of which will be covered in other venues, such as President Getz's column, board meeting reports on the web page and in the magazine. But one topic that deserves attention here, and in the other media mentioned above is the declining membership.

Programs and activities are in the works to address this problem. However, I believe that it is not solely the job of the membership promotional volunteers at the national level, as well as the regional and divisional folks. The most immediate attack on the membership decline lies with you and with me. We all know fellow model railroaders locally who for whatever reason don't belong to the NMRA. In many cases there is a confrontation or situation of long ago that happened to cause the member to not renew the membership, or deter this potential member from joining. Ironically, it was not a confrontation with the NMRA itself, but rather a situation involving another volunteer representing the NMRA which turned negative. I think we would do a great service to the Association to talk with these folks, try to determine [their resistance to renew or join, and explain that most likely the original offending parties are no longer](#) involved or the situations have now been corrected.

Another avenue to offer these folks is to simply enroll them as a member. That can be as inexpensive as the \$9.95 Rail Pass membership, or as elaborate at a full one year membership with the NMRA Magazine. There are some divisions already enrolling and paying for the Rail Pass for visitors to their meetings. Internal studies have proven that the retention rate for renewal of these memberships is surprisingly high. This is a great gift to offer to a potential member, and should get their attention that you are serious about the NMRA, and want to share that with them. If each of us reading this InfoNet News would commit to signing up one new member, regardless of who actually paid the membership rate, this situation would be turned around in very short order.

The demographic data available has told us that almost all membership organizations have a problem with memberships declining. This is related to the fact that young people prefer not to join groups, spend more time than previous generations on electronic media, and are seeking instant gratification. While we may be able to convince these folks to join our NMRA at some point in the future with programs underway and directed at them, I think we should immediately address the potential members who form the group of age 45 on thru retirement. We meet these folks at divisional activities, conventions and train shows all the time.

I have signed up my new members, will you commit to sign up yours?

Allen Pollock  
Interim At Large North American Director

### **2019 NMRA Convention & Train Show Location**

The NMRA Board of Directors, at their annual meeting in Cleveland, unanimously selected Salt Lake City as the location for the 2019 NMRA Convention and Train Show. The convention dates are 07-07-19 to 07-13-19 and the train show dates are 07-12-19 to 07-14-19.

### **NMRA awards presented at the Cleveland NMRA convention**

The following NMRA awards were presented at the Cleveland NMRA Convention:

#### **Honorary Life Membership (HLM)**

Clark Kooning  
Eric Schneblen

#### **Distinguished Service Award (DSA)**

William Bowser  
Lewis English

***(Continued on page 20)***

***(Continued from page 19)***

**NMRA Fellow Award (FA)**

Martin Boyask

**President's Award**

Jim Lupfer

Stephen Priest

Bob Blake

Howard Prunty

Tom Draper

Debbie Draper

Monroe Stewart

Daisy Stewart

Frank Koch

Bob Amsler

**Meritorious Service Award**

Ray deBlieck

Ed Slintak

**Newly revised NMRA Web Page**

Ben Sevier, NMRA Information Technology Manager, has announced the release of a new and improved version of the NMRA web page at [www.nmra.org](http://www.nmra.org). Please visit this new web site and experience the many new features, functions and format of this important communication tool. You will be impressed with the new site.

*If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at [www.nmra.org](http://www.nmra.org) or in the NMRA Magazine*

*If the person holding a region or division office changes, or their email address changes, please contact me at [tcdraider@aol.com](mailto:tcdraider@aol.com) with the corrected information.*

Regards,

Tom Draper – HLM, DSA, FA

Director – Support Services



