



NTRAKage Writes

The New Mexico Rail RunNers Club Newsletter

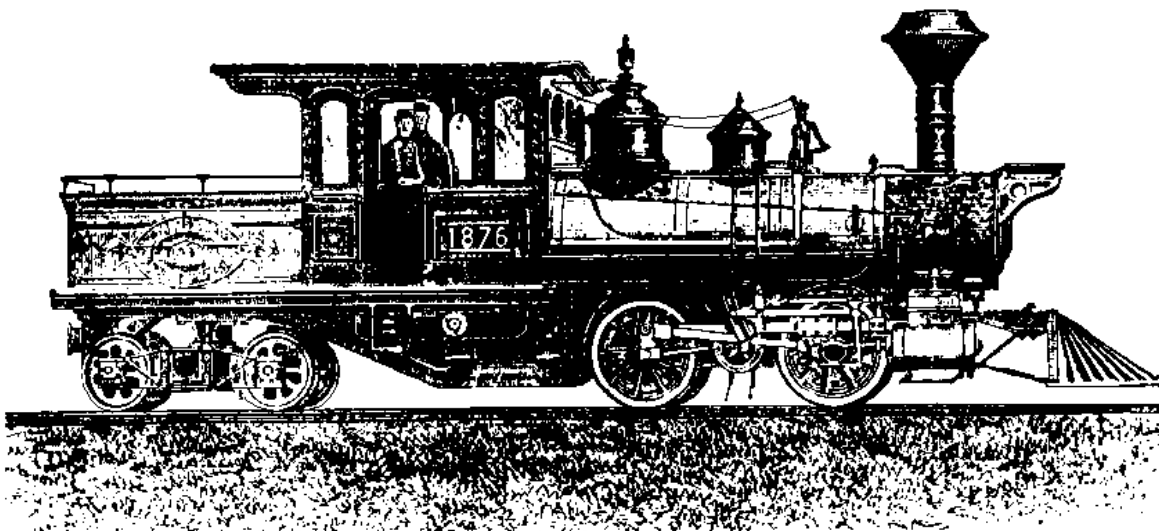
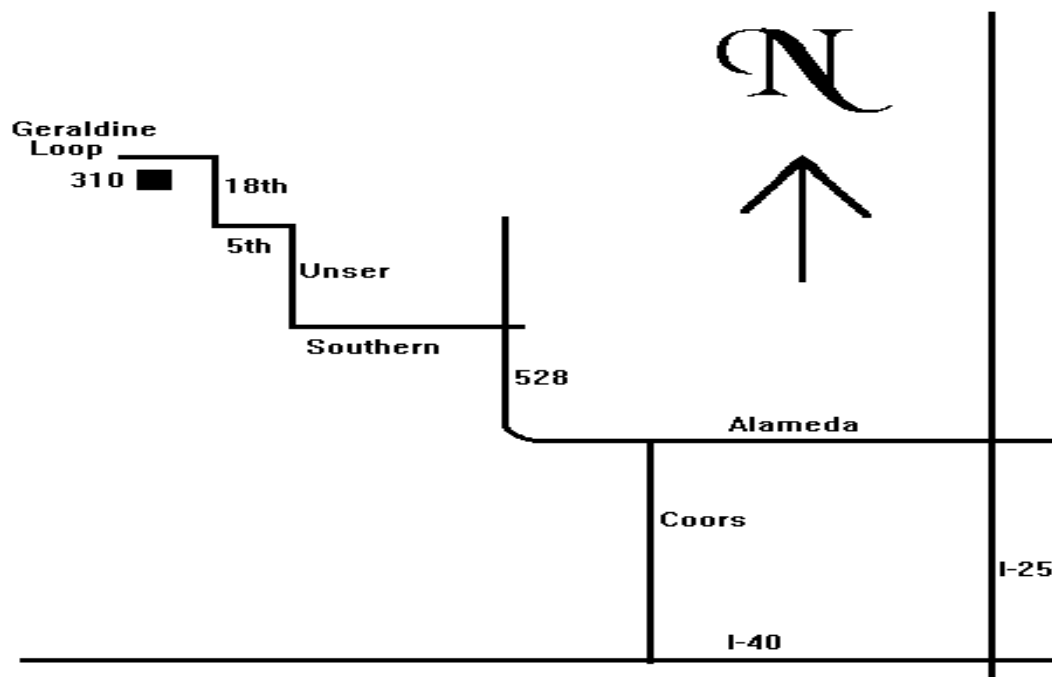
Issue #107

February 1999



JANUARY MEETING

The February Business Meeting will be held at 7:00 p.m. on Thursday, February 25th at the home of Jay Norman (see map below). Call Jay for further directions (891-8795). We'll be discussing the plans for the Cottonwood Show and the upcoming election for Board members.



WORDS FROM THE PRESIDENT

by Bud Bechdel

At our March meeting we will be electing two new Board members. Please keep that in mind and be sure to come to the meeting.

I want to thank everybody that helped with the GATS and for all the hard work involved in cleaning, painting, and otherwise getting the modules ready for the show. Some of them were being worked on up to the very last day. They were all great and we had no entries that weren't complete. I can't believe that we came in second - we were (are) clearly the best layout. I want to thank Jim Orner for locating and returning our DCC equipment that was just about left behind at the show. I had purchased a package of Micro Trains 1035-10 trucks and couplers that got away from me and was put in the same box. Thanks to Charlie and Sean for safeguarding it. It sure makes me feel good knowing everyone looks out for other club member's property and I know everybody else feels the same way.

Up on my soapbox again, I want to remind everyone that when we do shows we have to take the time to load and handle

the modules very carefully. Some slight damage and wear-'n-tear can be expected. In the past seven years as a member, I've seen quite a few modules damaged from dropping, placing them in the wrong place, walked on, fallen over, sneeze guards broken, and the list goes on. I know none of you would purposely damage a module. When we don't take the time to handle the modules correctly this carelessness can add up to a lot of time and money in repairs. I can't stress enough how important it is to safeguard all our hard work and attention to detail whether we are setting up or tearing down the layout - Please Take Your Time and Be Careful!

I was approached again at the VA about doing a show. It was very popular among the veterans last year. After checking the calendar, November 6, 1999 seems like a good possible date. They requested finished modules. We will discuss this possible show at our meeting.

Since next year will be our 10th year as a club. I think it would be appropriate to plan for

and organize a tenth anniversary banquet and invite husbands/wives/family, past and honorary members.

Another idea I would like to see is to have the club buy a plaque to be displayed at our set-up location honoring club members for their outstanding support and contributions at the end of the club fiscal year. Club members will nominate and select individuals. Then the names would be engraved on metal plates and attached to the plaque.

I want to thank each and every one of you who have supported Marion and myself through our illnesses. I'm trying very hard to take better care of myself and I appreciate the time and support you have given us.

Suggestions from the BoD meeting on Feb 14:

1. A training session is scheduled for the 27th of Feb to train members how to use the new fiddle yard, the T, main yard, ramp through the yard, and control panel.

2. It was also suggested that we increase our club dues to \$25.00. We will discuss this at our next regular club meeting.

3. It has also been suggested that the club sell the TV and VCR, since they are not being used.

I'll see all of you at Jay's for our next meeting on Feb 25 at 7pm.

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Board of Directors

President	Bud Bechdel
Treasurer	Jay Norman
Secretary	Eugene Cline
Director	Steve Stein

Editor	Dave Jenson
Assistant-Editor	Judy Jenson

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Scraps and Sprues

by Dave Jenson, Editor

DCC Rumbings

We now have in hand two Radio Throttles and the appropriate radio receiver. See if this doesn't get more members excited about DCC!

YardBoss

Tell us how YOU got started in model railroading

HOW I BECAME HOOKED ON N-SCALE

by Dayton Molzen

It all started at an early age on a cold winter night in January when I was born in Newton, Kansas - division point on the AT&SF Railway System. Newton was (is) a small town that was then supported about 70% by the Santa Fe. Support facilities included roundhouse, rail mill, car shops, ice plant, offices and refueling facilities along with others. My younger years were spent in a house about three blocks from the passenger yards. I was always fascinated by the "Big Iron" that came through and later by the new "Streamlines." Most of my friends' fathers worked for the railroad.

I received my first electric train for Christmas when I was seven. It was an American Flyer, Union Pacific Streamliner. I ran it so much I wore it out. I then received a Burlington Zephyr, also American Flyer, which I kept until I had a son to pass it on to.

At age 17, I enlisted in the Army Air Forces as an Aviation Cadet (I was afraid the war would be over before I had a chance to participate). Several years later, I was still trying to find a way to get back home. Finally in October of 1945, I gave my P-51 back to the Air Force, was separated, and returned to Newton.

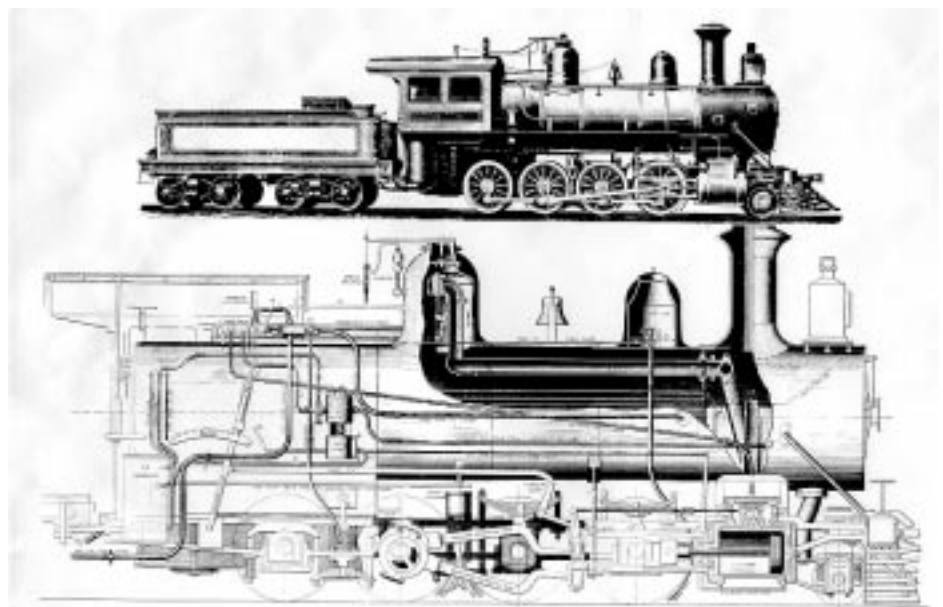
I was hired by the Santa Fe on the mainline passenger locomotive servicing gang at \$0.875 per hour. We serviced everything from 2900's, 3700's to 1800 "Prairies", along with one or two diesel streamliners per night. I worked there about three months until I was hired on

by the AT&SF Newton Bridge and Building gang as a welder's helper at the rate of \$1.075 per hour. I worked there until I entered Kansas State in the fall of 1946 to study civil engineering. I worked the next summer again on the B&B gang at the rate of \$1.125 per hour.

After graduation from Kansas State (1950), I worked for the Kansas Highway Commission until I was recalled back into the USAF in June 1951 during the Korean conflict. My last assignment was to the 93rd Fighter Interceptor Squadron at Kirtland AFB. After separation in 1953 I was employed as a civil engineer in Albuquerque.

In 1960, I founded Molzen-Corbin and Associates, a consulting engineering firm providing engineering services to more than 30 municipalities in New Mexico.

Christmas of 1988 while living in Corrales, my wife gave me two Model Power N-Scale sets so that I could play trains on a card table. Needless to say, I was hooked. At a local hobby shop, I learned about the New Mexico Rail RunNers and joined the club in 1992. I really didn't get going and dropped out after a year. I went to the GATS show in 1998 and was in awe of the N-Scale trains, modules and the layouts. After talking to Buzz and Steve, I was invited to rejoin the club. I did, and here I am, loving every minute of it. I have really enjoyed the members, their layouts, trains and especially all the help I've received from the members. I can't begin to thank enough all those who have educated and helped me in many ways. It's a great bunch of guys, and I hope I can continue for many more years. Thanks so much to all of you.




CALENDAR


⊗ NMRR layout setup

⊗ Every Saturday and Sunday
 10:00 a.m - 4:00 p.m.
 Activity: Run Trains
 Location: The Indoor Mercado

⊗ February 25 7:00 pm
 Activity: Monthly Meeting
 Location: Jay Norman's

⊗ March 11-14
 Activity: CottonWood Mall Show
 Coordinator: TBA

⊗ NMRR involved

⊗ March 25 7:00 pm
 Activity: Annual Election Meeting
 Location: Peter Piper's

⊗ April 22 7:00 pm
 Activity: Monthly Business Meeting
 Location: Dayton Molzen's

⊗ April 27
 Activity: Training Session: New Yard
 Location: Indoor Mercado

⊗ May 23
 Activity: Albuquerque Rail Fair
 Location: State Fair

⊗ For information only

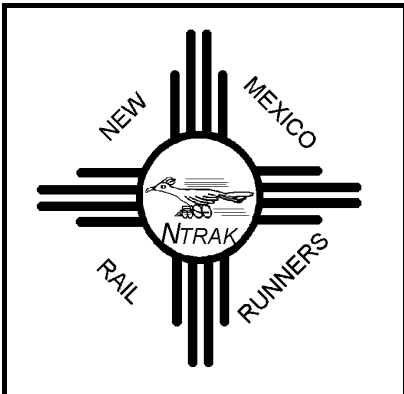
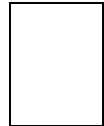
⊗ May 27 7:00 pm
 Activity: Monthly Business Meeting
 Location: (TBA)

⊗ Summer 2001
 Activity: "2001: An NTrak Odyssey"
 National NTrak Convention
 Albuquerque, NM
 Coordinator: Dave Jenson

For additional information about NMRR, contact:

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