



## MMR No. 85, Frank Murray

Frank has modeled in HO scale since 1938, and recalls that his interest in that scale was prompted largely by the Ideal passenger car kits then on the market. "I was quite impressed", he says, "with their scale appearance, particularly when compared with the tinfoil cars sharing the local hobby shop's shelves." And while he's dabbled a bit in the other major scales, Frank has stayed with HO because "it isn't too big for the layout spaces I've had and isn't too small to limit my particular interest in scratchbuilding and superdetailing."

Frank's attention to details on houses, stores and other prototype structures isn't lost to his fellow modelers. The photos and line drawings he uses in building for his own Seaford & Oyster Bay Railroad frequently appear in the Sunrise Trail Division *Cannonball* and Northeastern Region *Coupler*. Many have also served as the basis for live participation clinics conducted by

Frank and his "SOB Sipping and Switching Society" colleagues at Division and Region meets.

A thirty-year resident of Seaford, N.Y., Frank shares his interests in model railroading with his wife, Rita, and their two daughters, Diane and Marian. Not always as interested in the hobby as he, Frank says they were truly won over to "Dad's Folly" a number of years ago when, while on vacation in California, Frank accepted an invitation from John Allen to visit the Gorre & Daphetid Railroad.

Frank holds AP certificates for Cars, Structures, Scenery, Civil Engineering, Chief Dispatcher, Association Volunteer and Author, with work in progress—"mostly paperwork", he says—on Locomotives and Electrical. He is the recipient of several divisional President's Awards, and was recently re-elected Division Vice President after 11 years' service as an STD director.—*John Nelsen*

**M**aster Model Railroader No. 85 considers himself typical of most participants in NMRA's Achievement Program. Says Frank Murray with a telling smile, "I was really surprised at just how much I've gotten from model railroading once I started to write down what I've done over the years. My becoming an MMR probably would've taken even longer without some help with all the paperwork!"