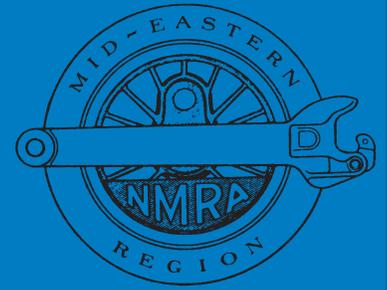


# The Local

A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



Volume 64

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Number 4

## A Tribute to Bill Gruber, MMR

*By Jim Cope and Eric Dervinis*

ON APRIL 27, 2009 the model railroad and railfan communities lost one of its stars. C. William (Bill) Gruber, Jr. of Mickleton, New Jersey passed away leaving his wife Sandy and children Albert and Tara. Bill was a superb model craftsmen, a scholar of the Reading Railroad, an expert photographer, a long time organizer/motivator of model railroad organizations and a mentor to many model railroaders in the Delaware Valley. Only a few can excel in so many facets of this hobby.

Bill was Master Model Railroader 141. He was very active in the National Model Railroad Association (NMRA), the Mid-Eastern Region (MER) NMRA, the New Jersey Division NMRA and the South Jersey Operators Group. Bill served as a Director of the MER in the 1980's and MER President 1997-2000. He was also the presenter of many clinics at Division meets, Regional and National conventions. Bill served on the committee for the 1993 Valley Forge Express NMRA National convention as editor of the clinics book. Along with Ron Gaines, he co-chaired the innovative MER Jersey Limited in 1996, which included a 'Layout Operations Lottery' and a roundtable of nationally known modelers.

During the 1980's Bill did custom painting of models and for a period of time he sold custom painted HO models at various model railroad events. Bill's custom painted models were accurately lettered and numbered. They were favorites with many HO model railroaders.

Bill's Reading Lines was built as an operating layout. It featured prototype signaling and detailed scenery. The scenery on the layout was 100 percent complete and featured many kit bashed, craftsman and scratch built structures. The layout was one of the operating layouts of the South Jersey Operators group. The operating system was early Digitrax DCC and Bruce Chubb's optimized detection. The railroad utilized the 'Old Line Graphics' car card system and followed the Reading Railroad prototype rules during operating sessions.

Bill was also the author of many modeling articles. His articles covered model railroad operations, prototype and model locomotives and freight cars. The articles appeared in **Railroad Model Craftsman**, **Model Railroader** and other model railroad magazines. The pinnacle of his journalism was his Reading RR as the cover feature and cover photo in the August 1994 **Model Railroader**. Of course, he took all of the photos.

His railfan interests centered around the Reading Railroad. He would often make railfan trips to various Reading Railroad sites and other locations to photograph the current rail activity in these areas. Both of these authors fondly remember many railfan excursions with Bill.

After serving as MER President Bill quickly retreated to civilian life, with much less involvement in organized events. He continued to open his railroad to the public in November and held a limited number of operations sessions. His church and other activities filled his days.

He touched all of us in so many ways. Hollis Velley remembers this about Bill; "One time, I made the observation that the telephone number appearing in an ad on the facade of one of the many industrial buildings on his layout was a bit odd, because the second digit had a number other than 2 thru 9 (some of us remember when exchanges were distinguished from area codes by this digit). The following month the telephone number was changed to be correct with the period. Bill was a serious modeler." Another local modeler, Andrew Marshal added; "Bill taught me much. I still have a few of his coveted paint formulas filed away - the RDG faded yellow is the most desired. Bill taught me many airbrushing techniques."

Farewell Bill Gruber, you will be missed by your friends near and far. 

# Keeping In Touch...

By Fred Miller, MMR  
MER Business Manager

IN MY COLUMN in the last issue I spoke about maintaining your NMRA membership as a life-line to this wonderful hobby of ours. Another life line to what's happening, is this publication, **The Local**. Whether you receive this MER newsletter in paper form or electronically, you are kept in touch with the happenings in the MER, your Division and your model railroad hobby in general.

Last issue Roger Cason, our MER President, mentioned that over one-half of the MER membership was NOT receiving **The Local** in either of it's forms, paper or electronic. We started a little campaign to make contact with those members. Remember that any NMRA member living in the territorial boundaries of the MER, is in fact automatically a member of our region. It is quite possible that many of those members don't realize their regional (and Division) connections. That is why we started our contact campaign.

All those members who were not receiving **The Local** but had a valid email address registered with the NMRA, and therefore with us, received an e-mail from me encouraging receipt of our newsletter. I am happy to report that almost 70 members responded with a request to receive the **eLocal**, the electronic version of **The Local**. As I write this article, I am projecting a distribution of over 1,400 copies of **The Local** (both paper and electronic) for this issue. That's approaching 3/4 of our membership.

Many additional members for whom we do not have a valid email address will be or have received a mailed correspondence from us on the same subject. We look forward to a much greater participation in this lifeline to our model railroad hobby and this organization.

If you are reading this issue and know of MER members who do not receive **The Local**, please do your part and get them onboard.

As always *Keep in Touch* with any questions or changes in your subscriptions or addresses. A current address on file saves the MER some money.

# The Local

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**The Local** welcomes articles, photographs and model railroad related material as contributions to members' mutual enjoyment of the hobby. Materials should have a wide appeal. Editors will exercise all due care of submissions, but contributors should not send originals without having back-up copies of both articles and photographs. Editors, by definition, reserve the right—and have the responsibility—to make corrections, deletions and changes to accommodate space.

The MER website is <http://mer.nmra.org/>

# Some Notes from the President

By Roger L. Cason, MMR  
President

## A BIRTH ANNOUNCEMENT

On Sunday, May 17, the newly formed Chesapeake Division received its official charter from the MER. This new division's territory includes: Baltimore City, plus the following Maryland counties – Baltimore, Harford, Carroll, Cecil, Anne Arundel, and Queen Anne. The territory is almost the same as that of the now defunct Mt. Clare Division.

Congratulations and best wishes to Superintendent Kurt Thompson and the rest of the Chesapeake Division “startup crew”.

## THE BOY SCOUT CONNECTION

One of the nice things about being MER President is the opportunity to advocate for good causes and promising ideas. So, here goes . . . .

You probably noticed that there is sometimes a connection between Boy Scouts of America (BSA) and NMRA. But what does that mean? And how does it work?

Most often, it means that NMRA members serve as Merit Badge Counselors for the Railroading Merit Badge (more on this below). Occasionally, it involves an ad hoc local or divisional activity, such as free admission to Scouts in uniform at a train show and other events open to the public.

But, back to the Merit Badge connection . . . . There are 121 Merit Badges available to Boy Scouts. Each one requires that the Scout demonstrate some combination of skill and knowledge in a specific area. The Railroading Merit Badge focuses largely on actual full size railroads, but there is an optional subsection focused on model railroading.

The key person in the Merit Badge process is the volunteer Merit Badge Counselor. This person is typically a combination of teacher and coach, and serves as the person who “signs off” on the fact that the Scout has met the specific requirements of the Badge. Many NMRA members (actually, most NMRA members) would be qualified to serve as a Counselor for the Railroading Merit Badge. In some cases, the Counselor works as an individual; in other cases he/she may be a member of a team of Counselors.

Like NMRA, BSA is a multi-level organization . . . troop, region, council, district, and finally national. Within BSA, most Merit Badge Counselors operate at the council level. To be certified as a Merit Badge Counselor, a person applies through his local BSA council. To determine what council you are in, go to the BSA website [www.scouting.org](http://www.scouting.org); at the top of the page, click on “Local Councils” and fill in your ZIP code. You will get the name and contact information for your local council. You don't have to be an NMRA member, but it helps establish your credibility.

## NOW FOR A LITTLE Q – AND – A:

**Q.** What's in it for the Scout?

**A.** Exposure to railroading and model railroading that might not happen otherwise.

**Q.** What's in it for NMRA and the hobby?

**A.** A device to recruit young people so they can share in our great hobby.

**Q.** What's in it for you?

**A.** A feeling of satisfaction from your community service and your “giving back”, plus credit toward your NMRA Volunteer certificate.

I have touched on just a few highlights of this program. For more information, contact the MER BSA Coordinator (Don Jennings, 217 Lake Tillery Drive, Cary, NC, 27519-9518, (919) 468-0919 or [donj1044@aol.com](mailto:donj1044@aol.com)). In addition, see the April 2009 issue of **Scale Rails** (pages 20-21) for a description of a team of Counselors in action.

Final thought: some readers may already be Railroading Merit Badge Counselors, or Division BSA Coordinators. If so, please let Don Jennings know.

## DIVISION TERRITORY, MEMBERSHIP, AND ATTENDANCE

Just a reminder . . . each MER division has an agreed-upon “territory” – usually, a specific list of counties (these are shown on the MER website <http://mer.nmra.org>). Your membership in a Division is determined by where you live.

But suppose you live in “no man's land” – i.e. in a county that is not within the boundaries of any Division? Are you excluded from attending Division events? . . . The answer: emphatically, NO. For practical purposes, every NMRA member can attend any NMRA event, whether it's national, regional, or divisional. You may be asked to pay the same entry fee as regular division members . . . . If you have a recurring interest in attending a particular division's events, my suggestion is to contact that division and get on their mailing list.

## BILL GRUBER MMR (1954-2009)

A final very sad note . . . Bill Gruber, a Past President of the MER, passed away several months ago. There is a well-deserved tribute to Bill elsewhere in this issue of **The Local**. I would like to add one small personal note. Back in the middle 1990's, when I was new to the hobby, Bill recruited me to write a series of articles in **The Local**. This was my first involvement in any phase of NMRA. The rest, as they say, is history. 📧



# Model Railroad Photography – Some Easy Steps

By John Roberts MMR, HLM

SEVERAL MONTHS AGO Roger Cason asked if I would write an article for **The Local** highlighting my thoughts about taking effective photos of model railroad subjects. Roger's invite started my creative juices flowing with thoughts about how to cover a relatively complex subject in a short concise article that would assist the average modeler who is interested in taking better photos of their work. The issue of shooting model photos indoors that compare to railfan shots taken under natural lighting is a real challenge but not one that should scare a person from trying out some proven techniques' that will render acceptable results.

Over the years, I have followed some basic principles and techniques' that have led to a number of regional and national contest wins. These are ones that I also use when judging contest photo entries and submission to the NMRA annual Calendar. My three basic rules are 1) The photo must be technically correct. 2) The photo needs to be pleasing and thoughtful from a composition perspective. And, 3) the photo needs to have "punch". Each of these three rules are packed with many individual elements that can be broken down into some easier to understand guidelines.

The digital age is upon us and this can be viewed as a blessing or curse depending on ones past experiences with photography. I was raised on film photography so the new age meant new equipment and leaning new ways to do things. A lot of the same principles applied as in film photography but many new ones emerged as well. I still prefer film camera equipment for railfan photography but have learned to heavily rely on digital equipment for model photography. The main reason for this is the ability to instantly view your work and make appropriate adjustments without having to wait a week or two to get the 35mm film images back from the lab. I'll lean heavily on the digital world as we move through the rules discussion for taking successful model photos.

## Rule (1) – The photo must be technically correct.

The subject matter contained in the photo image must be in sharp focus. Recording a sharp image will almost always require the use of a tripod when shooting model railroad photographs. You should use an electronic cable release or a manual cable release to shoot the photo so the camera will not be accidentally moved. Use of the self-timer can also be used for this step.



Example 1: The Newport New 34th Street Yard before a backdrop is painted.

The image has to be properly exposed (not too dark and not too light). Finally, there needs to be a pleasing range of lighting contrast from light to dark. You should be using a digital camera that has at least 7.2 megapixels capabilities. This will yield quality 8"x10" prints and is the minimum size file that most magazines and the NMRA calendar team require.

In order to achieve sharpness, depth-of-field is critical to success for model photos. To achieve acceptable depth-of-field, I set my digital camera (Canon EOS Rebel XTI) on Manual, set the f

stop for f-22 or greater if the camera/lens permits, adjust the shutter speed until it's acceptable based on the lighting in use, focus the lens 1/3 of the way into the overall scene, and shoot the photo. I always bracket several shots overexposed and several underexposed and select the one I like best. If your camera will not stop down to at least f-22 you will have a difficult time getting sharpness across the entire image (from front to rear of the shot). I've also found that fixed focal length lenses work better than zoom type lenses because many

zooms lose sharpness at the far reaches of the zoom ranges. I usually shoot with a 24mm lens (digital) which in 35mm terms is equal to a 38mm lens view. I usually set my ISO setting at 200.

You'll need to experiment with light balance settings on your digital camera depending on the type of lighting being used to light the scene in the perspective photo. Some point and shoot digital cameras will allow for these type settings but most will not and you'll find a need to have a camera with interchangeable lenses to achieve the best results. The point and shoot cameras are good for record or grab shots but usually don't suffice for publication or contest quality model photography. Floodlights should be used to shoot with film as well as digital equipment. I use 64T Ektachrome and 3200K flood lamps to light my scenes. I use the same floodlights for the digital process and adjust the camera for light balance. Standard floodlights can also be used for digital photography if proper light balance adjustments are made with the camera settings. Standard camera flashes will tend to create "hot spots" on the image and ruin the photo so don't use the onboard camera flash for lighting. We will talk more about lighting later.

## Rule (2) – The Photo needs to be pleasing and thoughtful from a composition perspective.

Composition is a very subjective subject but some basic rules

apply to the process no matter how artful it seems to be. Always try to have a main subject in your photo unless it's just a record shot. The Law of Thirds should be used when adjusting the lens for the final image to be shot. The lens view should be mentally divided into 9 squares with the main subject crossing the view nearest to the center box but not dead center in the middle box. Other subjects of lesser importance can be in other areas of the photo to help "balance" the scene.

Balance is very important to effective composition and it's necessary to keep the photo from "leaning" one way or the other because the subject is too far right or left and there is no lesser object in the photo to balance things out. Too much sky or foreground can have the same negative effect. This is a common mistake that many photographers make when trying to refine their personal composition skills.

Avoid taking what I call "helicopter" shots from high above subjects just to "get more in the shot". These may be good record shots but are rarely the type good enough for publication or even personal framing. Try to position the camera as if you are at trackside or maybe on a hillside or at bridge level to take the image. Keep open areas beyond backdrops and foreground fascia out of the photos if possible. Some of this can be corrected with photo shop programs.

The process of quality composition takes practice and patience which will render good style in the long run.

### Rule (3) – The photo needs to have "punch".

Basically speaking, this is the "wow" factor. When I look at model photos the main thing that usually creates this feeling is how well the subject and scene is lighted. Lighting along with overall composition creates the impact. I normally use at least two floodlights to light a scene. One is always used as the main light source "or the sun" and the others are used as fill lighting to prevent double shadows or to highlight a particular subject in the background if the scene to be photographed has a lot of depth. The mood of the photo can be changed by raising and lowering the main light source to create morning or afternoon type shots. Use of only available light usually leaves you with a photo that is "flat" and

doesn't contain enough contrast to have the "punch" needed to have a winning photo. Again, this takes experimentation and with digital equipment, you can adjust light balance and view your results immediately.

Always check to make sure there are no "double" shadows appearing from things like poles and tree trunks.

Make sure everything is on the track(s) – nothing is more disappointing than to take a good photo only to discover that the lead truck on the engine was off the track.

Hopefully this will be enough information to get you started or to help refine your photography skill to a level you'll be proud of and will have others taking interest. Maybe a published photo will be in your future.

In closing, there are a number of fine books available on this subject – my favorite is **Railroad Photography** by Mike Blaszak with Mike Schafer (soft bound – published by Andover Junction).

I think it's still in print. It speaks mostly to techniques for film photography but many of the same principles apply to the digital world as well. If you're interested in photo shop software, Helicon (Russian software) has a software system available on the Internet that is a terrific solution for the age-old problem of depth-of-field. There is also a good article in Jan/Feb. 2006 **N Scale Railroading** magazine about this product.

Take more good photos!

**JOHN ROBERTS**, *MMR lives in the Tidewater Division where he models O Scale.* 



**Example 2: The 34th Street Yard with a sky painted backdrop.**



**Example 3: Train #50 is East Bound into the yard. All three photos are examples of shots taken from the height of a railroad bridge with full depth-of-field at F-22.**

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# The Western Maryland Transfer!

## October 15th-18th, 2009

By Jane Clarke  
All Union Bridge photos by Don Florwick  
All EBT photos by Pete Clarke

**T**HE CONVENTION is really coming together! There are probably enough activities to fill a week, but we are going to fit it into 3 1/2 days. The convention venue, the Plaza Hotel, is on the west side of Hagerstown, just off I-81 and easy to get to from all directions. You can call and make reservations now; ask for the Mid- Eastern Region, NMRA, rate. For more information, please check the website <http://mer.nmra.org/MERConv/MERConv.html>. If you have any problems call or email Clint Hyde ([chyde@cox.net](mailto:chyde@cox.net)) or Jane Clarke (301-610-2219, [jane.clarke@bioreliance.com](mailto:jane.clarke@bioreliance.com)).

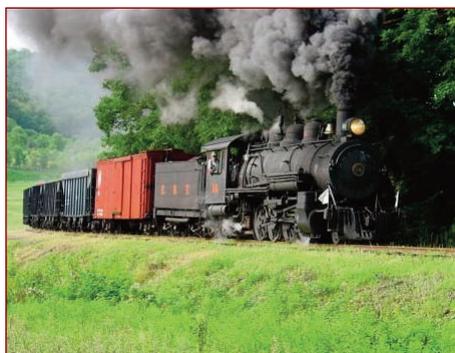
There will be two full-day prototype tours. On Friday we will travel by bus for "A Day at Union Bridge." This includes visits to the Maryland Midland Railroad, the Western Maryland Railway Historical Society museum, and a Lehigh Cement Plant. See the full description and pictures below.



**Number 15 stopped over the ash pit at the end of the day.**

On Saturday we will travel by car-pool convoy to the East Broad Top Railroad in Orbisonia, PA. This fun- and fact-filled day includes a train ride, trolley ride, box lunch, and shop tour all narrated by Lee Rainey. See the full description and pictures below.

The list of clinics is constantly growing. Here is a sampling: Steve King on Time Table/Train Order operations (please register for both the clinic and the lab at one of three layouts), Lee Rainey on the EBT, Bob Johnson on rocks, Clint Hyde and Martin Brechbiel's Build-It clinic, making "Super Trees," the West Virginia Northern Railroad, modeling stone structures with Styrofoam, the Hagerstown and Frederick Railroad, modeling operations on the EBT, and many other topics on



**Engineer Tom Holder brings the freight around the curve north of Runk Road.**

other modeling techniques and railroads. The TT/TO and Build-It clinics are extra fare.

Operations call boards will be held at the following local layouts: Jeff Grove's Pine Valley Timber Co. (with extensive generic/freelanced locale Western Maryland Ry. trackage), Dick McEvoy's Barneytown and Scupperville (northern N.J. area, see description below), Paul Rausch's Ohio Northern, Mike Shockey's Great Northern Empire (Pacific Northwest), and Brian Wolfe's Western Maryland Railway – Blue Ridge Division (Baltimore to Hagerstown through Pennsylvania). See the registration form for dates and times. The fee for each session is only \$5. See descriptions below.

A new narrow gauge modular layout, James River Division On30 Modular Group, will be shown to MER for the first time ever. The Saturday evening banquet will culminate in a keynote presentation by Linn Moedinger of the Strasburg RR.

Of course there will be a raffle, white elephant table, auction, and model contest. Be sure to volunteer to help out while you're there, there's always room for additional help in one place or another.

### FRIDAY, OCTOBER 16TH: A DAY IN UNION BRIDGE

Union Bridge is home to the Maryland Midland Railroad, a Lehigh Cement Company plant, and to the Western Maryland Railroad Historical Society Museum. We plan to spend the day visiting all three of these interesting venues on Friday, October 16th.

A bus will depart the Convention Hotel at 8 AM for Union Bridge and return around 5 PM. We plan to visit the Maryland Midland servicing facilities upon arrival at Union Bridge. After the tour of the Maryland Midland we cross the road from the Midland



**Tom Diehl at the wheel lathe.**

to the Western Maryland Railway museum. Through the noon hour there will be time to both tour this wonderful museum and to walk uptown to either Angelo's Original Pizza & Sub Restaurant or to the Buttersburg Inn for lunch on your own. Afterwards we will re-board the bus for a short ride to the Lehigh Cement Plant for a tour of this rail serviced industry. The plant is coal fired using 1,800 hoppers of coal per year. The kiln is the largest capacity kiln in North America and much of the plant's output is shipped by rail. We are sure you will enjoy your day in Union Bridge.

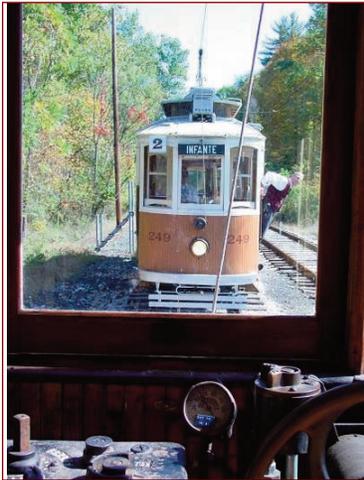
This tour is available for only \$27. Hard hats, safety glasses, and safety shoes are required on the grounds of the railroad and cement plant. Note that lunch is not included in the price.

### SATURDAY, OCTOBER 17TH: EAST BROAD TOP TOUR

This may be a once in a lifetime opportunity to ride on the East Broad Top and learn about its past, present, and future operations from Lee Rainey, one of the authors of the book **East Broad Top**.

This tour will start with a special chartered trolley ride up the

Shade Gap branch and pause at the site of the iron furnace while Lee gives a talk about it. We'll ride the EBT as a group; we have reserved coach #8 (built in 1882 for the Boston, Revere Beach & Lynn in Massachusetts and purchased by the EBT in 1916). 2-8-2 Locomotive #15 (built 1914 by Baldwin Locomotive Works for the EBT) is scheduled to pull the train. A box lunch will be provided on the train. This trip also includes a rare shop tour, again with Lee Rainey as our guide. You'll have a chance to go inside many of the buildings not usually open. Scheduled to be open are: the roundhouse, paint shop, machine shop, boiler shop, boiler room. **NO SMOKING!** We'll also learn about the restoration projects currently being done by the Friends of the EBT. We'll end with a chance to take photographs of the afternoon train as it leaves the station.



**Looking at one trolley from another.**

If you combine this trip with the Friday evening clinic that Lee will give at the convention site you'll get a deep understanding of the EBT past (iron age, coal age), present, and future. Note that on May 8th it was announced that a non-profit group, the East Broad Top Railroad Preservation Association, will lease the EBT from long time owners the Kovalchick family. This lease includes an option to purchase the EBT. Watch for more news about this exciting development.

To keep costs to a minimum, transportation will be by your own car. We encourage ride sharing, and will have a "need a ride/have a seat" sign-up sheet at the hotel, but **it is your responsibility to arrange your ride.** On both the outbound and return trip, we will form a caravan, so no one gets lost. (Directions will be provided, just in case.) Note: there will be no stops by the caravan. You must start the trip with an empty bladder and a full tank of gas.

The EBT gift shop will be open. New this year, they accept credit cards. The shop tour requires walking through a rail yard and may not be wheelchair accessible.

This tour is available for \$45 for adults and \$30 for children 11 and under.

**OUR SCHEDULE:**

Form caravan (empty bladder, full tank)	7:45 AM
Depart from the Plaza Hotel, Hagerstown	8:00 AM
Arrive at the EBT	9:30 AM
Bathroom/walk to trolley	
Trolley ride	10:00 AM
Trolley returns	10:45 AM
Walk to train	
Train departs	11:00 AM
Box lunch distributed while at Colgate Grove	
Train returns	12:30 PM
Bathroom/walk to roundhouse	

Shop tour starts	1:00 PM
Shop tour ends	2:45 PM
Take photos of train departing	3:00 PM
Bathroom/form caravan	
Depart EBT	3:30 PM
Arrive at the Plaza Hotel, Hagerstown	5:00 PM

**LAYOUT DESCRIPTIONS FOR OPERATIONS CALL BOARD**

**Barneytown and Scupperville:**

The Barneytown and Scupperville Railroad (named for long gone family dogs) is a large (1,800 sq. ft.) freelance model of a class one railroad set in the northeast and serving a wide range of regional industries. The 500 ft. long double tracked mainline connects with lower level staging on both ends allowing for extensive interchange and bridge traffic. Additional traffic is generated by 4 branch lines and numerous industrial areas serving more than 100 industrial sites in the coal, iron, meat packing, manufacturing and distribution industries (among others).

The era is the 1950's. Motive power is mostly steam, and rolling stock is dominated by the drab colored 40 ft. cars typical of that era.

Designed for prototype freight and passenger operations, the Barneytown and Scupperville features opportunities for multiple operators using walk-around throttles with a dispatcher assigning blocks from a CTC panel. In operation for almost 20 years, the layout has hosted a variety of different crews with varying levels of experience (from novice to "pro"). This Ops Call Board session will focus on branch line and industrial operations.



**Maryland Midland train enters Union Bridge.**

**Ohio Northern:**

The Ohio Northern Railroad, set in 1999, is a freelanced shortline using some of the former roadbed of the Akron, Canton, & Youngstown RR in northwestern Ohio. The layout is a point-to-point mainline serving a series of towns each with industrial and/or yard trackage. There are three branch lines serving off-line customers.

Currently the Ohio Northern schedules seven trains for operations. Point to point mainline operations start at Ada Yard and terminate at St. John's Yard (under construction). Lower level staging tracks beyond each yard represent connections to Columbus and Toledo.

Trains on the branch lines are operated as switching turns originating in the various yards.

1. The branch leaving Ada serves a river port at Williamsport and the Scioto Valley Cement plant.

continued on page 11

# Your Prototype Railroad Photos . . . Getting Beyond “Just OK”

*Photographs and article by: Roger L. Cason, MMR*

**S**OME THINGS just naturally seem to go together – bacon and eggs, peaches and cream, and railfans and cameras. Addressing that last pair . . . one possible motivation for this activity is to enter one’s pictures in NMRA regional and/or national competition. So, up front, a disclosure. I’m writing this article to encourage more people to have fun taking pictures and entering them in the MER photo competition at our fall convention.

Let’s start by examining an all-too-frequent example of prototype railroad photos. Photo Number 1 is a diesel locomotive along a straight track, “three quarter view” taken from trackside. Innocuous . . . sort of boring . . . “just OK”.

I am going to try and help you think about taking more interesting (and more competitive) photos. At the end, we’ll examine some railfan photos that were taken using the following suggestions.



**Photo No. 1: A diesel locomotive along a straight track, “three quarter view” taken from trackside.**

## HELPFUL EQUIPMENT

The first three items are the ones that I found to be most helpful:

**Zoom lens** – With a fixed focal length lens, you have to move closer or move farther away from the subject to get the picture you want. When photographing railroads, that may not be possible. There frequently is one and only one place to stand. A zoom lens helps solve that problem.

**Autofocus** – I usually photograph moving trains. With a fully manual camera, I could get the framing right, or I could keep the subject in focus, but not both. Autofocus lets me concentrate on the framing.

**Motorized Film Advance** (if you still use film, as I do) – This lets you shoot . . . shoot . . . shoot . . . as the train goes by. Then, you can choose the best shot to display and/or enter.

## THE NEXT TWO ITEMS MAY ALSO BE HELPFUL:

**Automatic Exposure Control** – This can be shutter preferred or aperture preferred. These work off of the camera’s built in light meter.

**Tripod** – In the right situation, using a tripod lets you set up,

frame the prospective scene with your zoom lens, and then wait for the train to move through the scene you have selected. (More on this idea later.) Unfortunately, there are many occasions when carrying a tripod isn’t practical – for example, scampering up a 45 degree slope in Colorado to get to the best vantage point.



**Photo No. 2: CSX north of Pittsburgh.**

## PLANNING YOUR PHOTO OUTING: CHOOSING YOUR SUBJECT

Other things being equal, photos of steam locomotives seem to score better in competition than photos of diesel locomotives. (Nobody ever said life was fair!) This disparity was so great that the MER established two classes of color prints – one for steam, and another for everything else. However, NMRA national color print competition still groups all photos together.

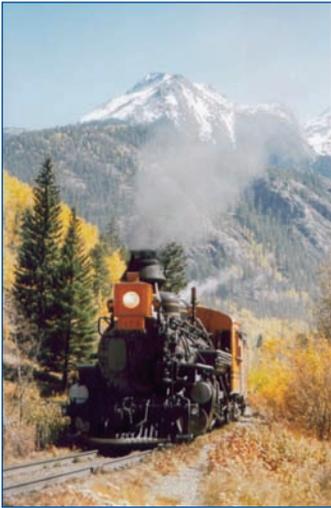
“Planning” also involves picking your time of year. My personal choice (and it’s strictly a personal choice) is fall because of the color. That doesn’t mean I put my camera away during the rest of the year. But I do make a special effort to get out and shoot in the fall.

Another consideration: do you want to go out on your own, or go on some sort of organized railphoto trip? I have done both. The railphoto trips cost money, but yielded a lot more good pictures for the time invested. If you would like more information on the trips I have taken, write to me at [rogercason@juno.com](mailto:rogercason@juno.com).

One caution is in order here. If a trip is labeled “tourist”, the photo opportunities may be limited. You can either ride the train, or photograph it, but you usually can’t do both. “Tourist” operations are usually for riding.

## OUT BY THE TRACKS, CAMERA IN HAND – SOME THOUGHTS AND GENERAL PRINCIPLES

Most of us naturally pick up our camera and hold it horizontally – i.e. producing a picture that’s wider than it is high (“landscape format”). A better practice: before you shoot, test the situation by also looking through the viewfinder while holding the camera the other way, potentially producing a picture that’s higher than it is wide (“portrait format”). Without looking, you probably can’t

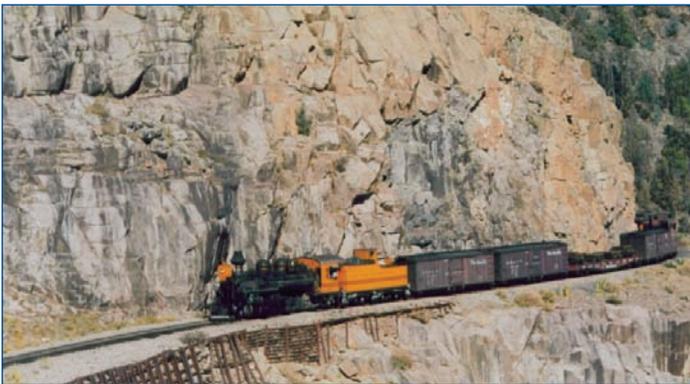


**Photo No. 3:  
Durango & Silverton.**

tell which will be better. Pictures with curved tracks are more interesting (photographically) than with straight tracks. An S-curve is even better. The best vantage point is frequently above the tracks. If that doesn't work, there may be a promising spot well below the tracks. In the right situation, the photographic result can be quite dramatic.

Many photos will be more interesting if they include something appropriate besides just the train. It might be man made (e.g. a bridge or signal tower) or natural (e.g. a mountain or rock face). In most pictures, the train is headed toward the photographer. But, a "going away" shot may also yield a good result.

Way back when, we were all taught to shoot with the sun coming over one shoulder. But don't overlook the potential for interesting results with side lighting, or even back lighting. Backlighting can be particularly dramatic and effective with a steam locomotive. If left to our own devices, most of us will shoot-shoot-shoot with the train in the center of the picture. As the train goes by, we pivot. In effect, we are taking what we get (good or bad) "around the edges". A suggested alternative: before the train even arrives, look through the viewfinder and decide how you want to frame the picture. In other words, decide what's in and what's out. For example, do you or do you not want to include that inter-



**Photo No. 4: Durango & Silverton.**

esting trackside tree with the overhanging branch? As the train approaches, keep pointing your camera in the same direction (i.e. don't pivot). Then, shoot-shoot-shoot. In effect, the train is moving through the scene you have framed. Later, you can pick the shot you like best. This technique is particularly applicable if you are using a tripod.

**USING THE SUGGESTIONS – SOME EXAMPLES:**

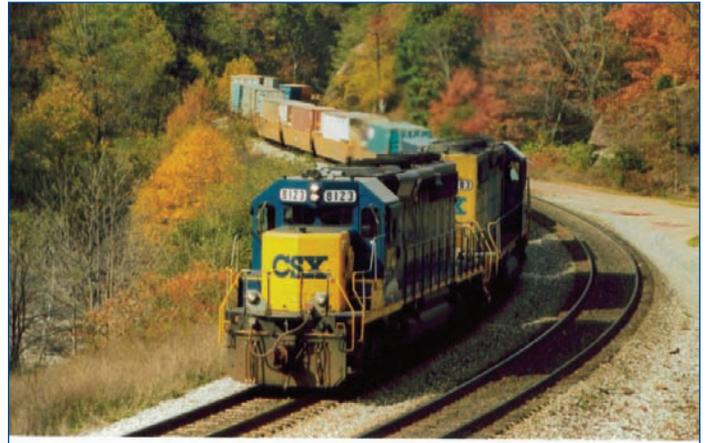
Here are some examples of pictures that incorporate the foregoing principles, with comments on what makes the picture effective (in my opinion, at least).

**Photo No. 2** – Similar to No.1, but the hulking bridge adds interest. Shot from a platform high enough to see the curve in the tracks. Used a tripod to make absolutely positively sure I included the entire bridge and the curve in the tracks.

**Photo No. 3** – Portrait (vertical) format and let me include "something else" – in this case, a snow capped mountain. Curved track.

**Photo No. 4** – Shot from well above the tracks, letting you see the S-curve. The "something else" included the rock face and the cribbing.

**Photo No.5** – Shot from above the tracks. Used a tripod to be sure I included the S-curve in the picture. Fall colors add interest.



**Photo 5: CSX, Sand Patch Grade**

**Photo No. 6** – Extreme steam. Portrait (vertical) format. Shot from well above the tracks, letting you see the curve. Fall colors.

**Photo No. 7** – Shooting from below the tracks creates a dramatic effect. The bridge adds interest.

**Photo No.8** – Portrait (vertical) format. Going away shot with side lighting.

**Photo No. 9** – This is an extreme example of "framing". Shot from inside the Brush Mountain Tunnel, these arrangements were made by the photo tour operator. Don't try this one on your own.

**ENTERING THE MER PHOTO CONTEST**

As this article is being published, the complete MER photo contest rules are being posted the MER website (<http://mer.nmra.org>). Here are some key points:

Most judging is by popular vote.

There is no contest for slides. Prints only.

The maximum size for each photograph is 96 square inches (i.e. the equivalent of an 8 X 10 photograph). The minimum size is 35 square inches (i.e.



**Photo No. 6: Western Maryland Scenic Railroad at Helmstedter's Curve.**

continued on page 10



Photo No. 7: Wilmington & Western Railroad.

the equivalent of a 5 X 7 photograph).

All prints must be mounted on a stiff mounting board. Maximum size for the mounting board is 154 square inches (i.e. equivalent to 11 X 14 inches). Entries may also include an appropriate mask surrounding the image, not to exceed mounting board dimensions.

Entries may not be framed.

#### A FEW FINAL THOUGHTS:

In practice, size seems to count (i.e. big is more competitive than small). If you are thrifty, you can make your own mask or they are available at most craft stores. The right mask can really enhance the effectiveness of your photo.

So, on your next trip (railfan or other) take your camera, use it, and consider entering the results in the photo contest at the MER fall convention. 📷



Photo No. 8: Western Maryland Scenic Railroad.



Photo No. 9: Western Maryland Scenic Railroad.

## Proposal for Howard County Maryland

By Roger L. Cason, MMR  
MER President

**A**CCORDING TO OUR MER BYLAWS, divisions or interested groups of individuals may request changes to divisional boundaries. Such proposals are then included in **The Local** to allow for comments before a vote by the MER board. Below is a proposal we have received concerning Howard County Maryland, followed by some background information.

**Bottom Line: if you have any comments on the proposal (pro or con), please send them to me before July 31, preferably by e-mail.**

### THE PROPOSAL

“We request Howard County be moved to the Chesapeake Division. Howard County was formerly in the Mt. Clare division with the rest of the counties now in Chesapeake territory. Howard County is closer to the center-of-mass of Chesapeake than the Potomac Division.

A poll on Division membership preference was taken in December 2008. The poll included all NMRA members living in Howard County (among other places). Twelve of the thirty-three Howard County NMRA members responded. Seven said their first choice was the Mt. Clare Division (restarted). Four said their first choice was the Potomac Division.”

Thanks,  
Joe Cucchiaro, Ellicott City, MD  
Russell Forte, Ellicott City, MD  
Dr. Alan Ryan, Columbia, MD

### BACKGROUND

Howard County is between Baltimore and Washington DC, but is somewhat closer to Baltimore. It was part of the now-defunct Mt. Clare Division (centered in the Baltimore area). Several years ago, following the demise of the Mt. Clare Division, the boundaries of the Potomac Division were changed to include Howard County. The Potomac Division is centered in Washington DC.

As described elsewhere in this issue of **The Local**, the Chesapeake Division is now starting up in the Baltimore area. The members involved considered several different names for their new division, and chose to name it the Chesapeake Division (rather than the Mt. Clare Division, or any of several other possibilities). Chesapeake Division boundaries are similar to the old Mt. Clare Division, but for a variety of reasons did not include Howard County.

As stated in the foregoing proposal, a poll was taken of the many NMRA members in the Baltimore area. A majority of the Howard County members who responded preferred to be in the restarted Mt. Clare Division (i.e. effectively, in the Chesapeake Division). In addition, the board of the Potomac Division has communicated to us that they have no objection to including Howard County in the Chesapeake Division. 📷

2. The longest branch leaves the main at Five Forks, climbs to an upper level, serves several towns (each with a variety of industries), and terminates in Wayne, OH.

3. The third branch (not yet constructed) will serve a loads-out/empties-in coal mine.

The layout is set in 1999 and uses modern motive power and rolling stock appropriate for that era.

Amtrak maintains a passenger terminal at Allentown.



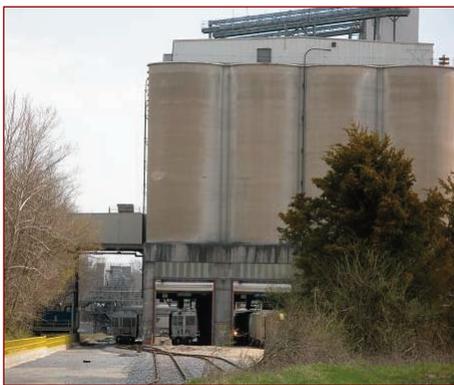
**Western Maryland Railway Museum Building.**

### **Pine Valley Timber Co.:**

Located in the western part of Maryland, the freelanced Pine Valley Timber Co. (PVTCo.) is a logging line, which uses shays and other steam locomotives to haul logs out of the woods to a sawmill. The PVTCo. interchanges with the Western Maryland Ry., and the layout features extensive mainline trackage. The era is circa 1962 - 63 and transition era diesels power WM trains. Rolling stock is typical of the era and region.

The layout is located in a 1000 sq. ft. finished basement that allows for an approximately 240 foot mainline and 160 feet of branch lines. These tracks serve numerous towns and a variety of industries. Manufacturing, steel production, logging, saw milling, and other industries related to wood products are featured.

Barryville Yard is central to operations. The dispatcher at that location dispatches trains in close coordination with the yardmaster. Most trains originate there and connect to Stouffer Yard. Some operate as turns doing industry switching; others act as through trains from Barryville Yard to staging representing the rest of the Western Maryland and connecting railroads. Mainline trains operate in an out and back fashion.



**Loading covered Hoppers at cement plant.**

### **Great Northern Empire**

The Great Northern Empire represents Great Northern Railway mainline operations from Spokane, WA to Bonners Ferry, ID. There is also a section of the Spokane, Portland, and Seattle line from Spokane, WA to Pasco, WA.

The layout fills a 35 ft. by 27 ft. basement and features exten-

sive lower level staging – recently rebuilt. The mainline - mostly single track with long passing sidings - is quite lengthy and ranges from 46 in. to 56 in. above the floor.

Spokane is represented by a large classification/division point yard at Hillyard, extensive depot trackage, and several industrial districts serving numerous large customers. Though more rural in feeling, the other towns along the main feature track for meets and industrial switching.

The era is the late 1950's, and trains are powered by the colorful first generation diesels common to the region during that period. In addition to the numerous freights, the railroad schedules express, mail, and passenger trains connecting the Pacific Northwest to the rest of the country.

### **Western Maryland Railway Blue Ridge Division**

The Western Maryland Railway Blue Ridge Division is set in September 1970 when the Western Maryland was still pretty much its own railroad (before the days of yellow, orange, and vermilion paint schemes). Motive power is all first generation diesels - Alco RS-2s, chopped nose Geeps, and F-units.

The original idea was to model the York Subdivision from Spring Grove to Lincoln Yard and to join that to an existing free-

lanced layout, but the concept has

grown and evolved.

Now the layout is

partially double-

decked and includes

pretty much all the

York Sub as well as

a good bit of the

Western Maryland

mainline from

Williamsport east to

Union Bridge. Stag-

ing represents the

mainline to the west

(Cherry Run/Cum-

berland), the mainline to the east (Baltimore), the joint WM/

Reading Lurgan Line (Harrisburg), plus interchanges with the

Penny in York and the N & W in Hagerstown. Most of the track-

age follows the prototype's route with towns in the right order and

industries in the right towns. The York Sub leaves the mainline

and proceeds to York on the lower level; the mainline to continues

to Baltimore on the upper level.

The operating scheme, developed with the help of Steve King

and John King, uses a schedule, train orders and a fast clock.

There is yard work at York's Lincoln Yard and at Hagerstown.

There are numerous switching jobs including challenging runs to

Gladfelter Paper in Spring Grove and the Highfield/Security job.

Both take a fair amount of time to complete just like their proto-

types. Through freights originate in the various staging areas and

bring cars onto the layout. The Call Board session will be struc-

tured so that most crews will have opportunities to experience two

different jobs. 🚂



**Cement plant pre-heater tower.**

# Mid-Eastern Region, NMRA Fall Convention

October 15 – 18, 2009

Hagerstown, Maryland

## ADVANCE REGISTRATION FORM



Please enter (print legibly) all names as you wish them to appear on your registration badges:

Primary Registrant's Name: \_\_\_\_\_

Significant Other (living at same address): \_\_\_\_\_

Children (under age 16 – List all): \_\_\_\_\_

Address: Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Email: \_\_\_\_\_ NMRA # \_\_\_\_\_

DESCRIPTION	COST	#	PAYING
Early Registration (before September 1, 2009)	\$35		
One-day Registration	\$20		
Non-NMRA member (applied to Rail Pass Membership)	\$10		
Significant other	\$15		
Children	\$10		
Banquet (Sat. Eve.), Keynote address by Linn Moedinger	401 \$30		
<b>Extra Fare Clinics:</b>			
Building in Wood Clinic (HO) (Hyde and Brechbiel) (Fri. PM)	601 \$15		
Building in Wood Clinic (O) (Fri. PM)	602 \$15		
Timetable and Train Order (TT/TO)Clinic & Operations (King) (Thurs. Eve.), combine with "lab" below	611 \$15		
TT/TO "lab" operations (Friday AM)	901 \$ 5		
<b>Tours:</b>			
A Day at Union Bridge: Railroad and Industrial Tour (Fri. all day). Requires hard hat, safety glasses and safety shoes	301 \$27		
East Broad Top Excursion and Shops Tour (Sat. all day) Adult, includes box lunch, train, trolley, shop tour tickets.	201 \$45		
East Broad Top Excursion and Shops Tour (Sat. all day) Child 11 or under, must be accompanied by an adult, includes box lunch, train, trolley, shop tour tickets.	202 \$30		
<b>Call Boards:</b>			
Call Board Shockey – Great Northern (Thurs. Eve.)	801 \$ 5		
Call Board Grove – Pine Valley Timber Co. (Sat. PM)	802 \$ 5		
Call Board Rausch – Ohio Northern (Fri. Eve.)	803 \$ 5		
Call Board Wolfe – West. MD Railway Blue Ridge Division (Fri. Eve)	804 \$ 5		
Call Board McEvoy – Barneytown and Scuppersville (Fri. PM)	805 \$ 5		
Call Board Shockey – Great Northern Empire (Sat. AM)	807 \$ 5		
<b>TOTAL ADVANCE REGISTRATION PAID</b>			

Payment must accompany registration.

Make checks payable to:  
**MER Fall Convention**

Send all registrations to:  
**MER Fall Convention**  
**P.O. Box 447**  
**Swedesboro, NJ 08085**

For questions and / or additional information e-mail  
**MER-Registrar@comcast.net**

### CONVENTION HOTEL:

Plaza Hotel  
1718 Underpass Way,  
Halfway Blvd. (exit 5A off I-81)  
Hagerstown, MD 21740  
301-797-2500  
[www.plazahotelhagerstown.com](http://www.plazahotelhagerstown.com)

The convention rate is \$85 per room single, \$95 double, \$105 triple, and \$115 quad (plus taxes) per night. All hotel registrations must be made directly with the hotel at 301-797-2500. These rates are in effect until 24 September 2009. When registering, specify the Mid-Eastern Region, NMRA to get these special rates.

Additional events will be added when their cost is known.

# The Maryland and Pennsylvania Railroad Modeling Award

## 1) WHAT IS THE AWARD?

This award is offered for modeling representative topics relating to the Maryland and Pennsylvania Railroad and its predecessors.

## 2) SPONSORS:

The Maryland and Pennsylvania Award is sponsored by The Maryland and Pennsylvania Railroad Historical Society, Inc. The Society is a Special Interest Group of the NMRA. Associated sponsors are MER members, Alan J. Frame and William A. McMillan

## 3) WHO CAN COMPETE FOR THE AWARD?

Any NMRA/MER member in good standing who chooses to enter a Maryland and Pennsylvania Railroad model in the official NMRA/MER sponsored judged model contest at an MER convention may compete for the award. A member can also compete for this award by bringing a Maryland and Pennsylvania Railroad model to be judged for the Achievement Program only.

## 4) MODELING PARAMETERS – A Maryland and Pennsylvania Railroad model is defined:

A Maryland and Pennsylvania Railroad model is defined as any reproduction of an actual representative topic that could be found on the railroad or predecessor that may exist now or at an earlier date. Models can represent any scale modeled after the Maryland and Pennsylvania Railroad. The model can be a locomotive, a piece of rolling stock, or a structure. It can also depict a Maryland and Pennsylvania Railroad scene in a diorama or on a module.

## 5) HOW THE CONTEST WILL BE JUDGED AND THE WINNER CHOSEN:

The model will be judged as part of the regular judging of the model contest at an MER convention. The judging guidelines will be those established by the NMRA for the model contest and the Achievement Program. The Maryland and Pennsylvania Railroad model achieving the highest score above eighty-seven and one-half (87 1/2) points in the model contest or Achievement Program judging will be the winner. In case of a tie, the Chief Judge, with guidance of Maryland and Pennsylvania Railroad modelers if necessary, will choose the winning entry.

## 6) THE MARYLAND AND PENNSYLVANIA RAILROADING MODELING AWARD:

Once the winning entry has been decided, the sponsors of the award will contact the winner. At the official MER awards ceremony, the Maryland and Pennsylvania Railroad plaque will be presented to the winner. The award will be handed out when the other official awards are distributed. The award can be presented by one of the sponsors. If this is not possible, the MER General Contest Chairman or someone they designate can announce and hand out the award. The sponsor of the award will take the plaque and have the winners name and date of the convention engraved on it. The engraved plaque will then be sent to the winner.

## 7) SPONSORS (ORGANIZATION AND CONTACT PERSONS) AND FUNDING:

The sponsors of the award will fund the MER Maryland and Pennsylvania Railroad Modeling Award.

## 8) TIME LIMIT FOR THIS AWARD:

The sponsors of this award understand that in order for it to be placed into the Special awards given at a MER sponsored convention that this award must be approved by the MER Board of Directors. If approved, the award can be given at every MER sponsored convention over a two-year period. In order to continue to presenting this award, the sponsors must seek approval from the MER Board of Directors every two years. 📧

## MARK YOUR CALENDARS NOW:

The South Mountain Division will be hosting the 2009 MER Fall Convention on October 15-18, in Hagerstown, Maryland. More information in upcoming issues!

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# SUPPORT YOUR NMRA REGION AND PURCHASE THESE GREAT PRODUCTS FROM MER

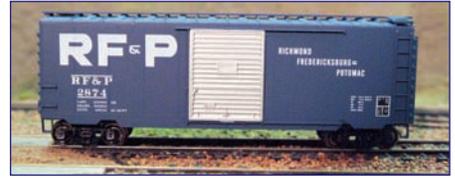
COURTESY OF THE FREIGHT YARD



These 40' Western Maryland N-Scale box cars are Micro-Train bodies custom painted by The Freight Yard. They are box car red with prominent white "speed lettering".



These 40' RF&P PS-1 HO-Scale box cars are Accurail bodies, custom painted by Accurail. They are blue with aluminum-colored doors, and feature prominent white lettering.



F.L. MATSON (2)

Milk station.  
Simplified  
structure.



CLINT HYDE

Small Freight Station,  
Tidy windows and  
detail parts, laser-cut  
walls, roof, tar paper,  
and stripwood for the  
platform.



CLINT HYDE

WESTERN MD. N-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
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#29299	_____	<b>NEW!</b> \$10.00	<b>NEW!</b> \$14.00	\$_____
Shipping \$2.50 for first car, + \$1.50 for each additional car				\$_____

RF&P HO-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
#2836	_____	<b>NEW!</b> \$6.00	<b>NEW!</b> \$9.00	\$_____
#2874	_____	<b>NEW!</b> \$6.00	<b>NEW!</b> \$9.00	\$_____
Shipping: \$2.00 for each car (not for each order)				\$_____

\* Please list your MER or NMRA Membership # \_\_\_\_\_

<b>MER CLOTH PATCH**</b>	QUANTITY _____	\$3.00 including S&H	\$_____
<b>MER LAPEL PIN/TIE TACK**</b>	QUANTITY _____	\$6.00 including S&H	\$_____

MER HO-SCALE STRUCTURE KIT**	QUANTITY	MEMBER PRICE*	TOTAL
Milk Station	_____	\$25.00 postpaid	\$_____
Small Freight Station	_____	\$25.00 postpaid	\$_____

THE LOCALS** —	QUANTITY	MEMBER PRICE*	TOTAL
(all issues 1997–2007) on CD	_____	\$5.00 postpaid	\$_____

\*\* Only available to MER members.

<b>DONATION</b>	_____	\$_____
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**TOTAL AMOUNT ENCLOSED**      \$\_\_\_\_\_

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**Mail to:**  
Bill Wills  
MER Merchandise Sales Agent  
303 Winterhaven Drive  
Wilmington, DE 19803

# CALLBOARD

## Coming Events

**July 5th–11th.** in Hartford, CT. NMRA CONVENTION. Visit <http://hn2009.org/home.html> for more information.

**July 11th.** Wade's Train Town Open House, operated by Carolina Southern Division members, at the Brookford Town Center. 1700 South Center Street in Hickory, NC. 10 AM until 4 PM.

**July 18th.** Visit Art Dum's live steam railroad with the Susquehanna Division in Shermansdale, PA. Advance sign up is required. Non-NMRA members are invited. Call Wayne Godshall by July 17th at (717) 582-4405 [home] or (717) 215-7776 [cell]. Actual address will be posted on the Division's web site: [www.susquehannanmra.org](http://www.susquehannanmra.org). This event will also be scheduled in August and November.

**August 1st and 2nd.** Greenburg's Train and Toy Show at the Maryland State Fair Grounds located at 2200 York Road in Timonium, MD. 10 AM till 4 PM both days. Cost: \$7 for Adults; kids 12 and under are free (admission is good for both days). For more information and directions visit [www.greenbergshows.com](http://www.greenbergshows.com).

**August 8th.** Wade's Train Town Open House, operated by Carolina Southern Division members, at the Brookford Town Center. 1700 South Center Street in Hickory, NC. 10 AM until 4 PM.

**August 15th.** Visit Art Dum's live steam railroad with the Susquehanna Division in Shermansdale, PA. Advance sign up is required. Non-NMRA members are invited. Call Wayne Godshall by August 14th at (717) 582-4405 [home] or (717) 215-7776 [cell]. Actual address will be posted on the Division's website [www.susquehannanmra.org](http://www.susquehannanmra.org). This event will also be scheduled November.

**August 15th and 16th.** Greenburg's Train and Toy Show at the Greater Philadelphia Expo Center located at 100 Station Avenue in Oaks, PA. 10 AM till 4 PM both days. Cost: \$7 for Adults; kids 12 and under are free (admission is good for both days). For more information and directions visit [www.greenbergshows.com](http://www.greenbergshows.com).

**August 22nd.** Visit three open houses with the Susquehanna Division in the Reading, PA area. As of publication time, final details were still being arranged so visit [www.susquehannanmra.org](http://www.susquehannanmra.org) for complete details.

**August 22nd and 23rd.** Greenburg's Train and Toy Show at the Dulles Expo Center located at 4368 Chantilly Center in Chantilly, VA. 10 AM till 4 PM both days. Cost: \$7 for Adults; kids 12 and under are free (admission is good for both days). For more information and directions visit [www.greenbergshows.com](http://www.greenbergshows.com).

**SAVE THE DATE: September 19th & 20th.** Tidewater Division's 20th Annual Train Show and Sale. Visit <http://nmra-mer-tidewater.org/> under 'Annual Show' tab for more information. Contact Show Coordinator: Steve Prescott at [nawneycreek@msn.com](mailto:nawneycreek@msn.com) or (757) 426-2811.

## Achievement Program Update

By Charlie Flichman, MER AP Manager

Since the last report in **The Local**, the following Achievement Program certificates were earned and awarded:

### Division 1 – New Jersey

Herbert E. Gishlick – *Association Official*

### Division 4 – Tidewater

David Hudson – *Gold Spike*

Chris Stickney – *Gold Spike*

### Division 5 – James River

Charles Hladik – *Model Railroad Author*

### Division 11 – Susquehanna

Tom Connor – *Gold Spike*

### Division 12 – Carolina Southern

David Ward – *Scenery*

**EDITOR'S NOTE:** Last issue earning an award from the James River Division, Robert Alvis name was misspelled.

In a perfect world, this information will appear soon in **Scale Rails**. This should not deter you from giving recognition locally. Normally you will be able to recognize AP accomplishments long before the names appear in **Scale Rails**. 

## ATTENTION ALL MEMBERS:

I have taken advantage of low interest rates and some prime real estate and moved into a house. Please see page 2 for my updated address and direct all future correspondence there. My e-mail and phone will stay the same.

Thank you. *Your Editor* ~ Steve Kindig  
[stevespressrr@yahoo.com](mailto:stevespressrr@yahoo.com) 

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**\*ATTENTION  
 ALL  
 MEMBERS:**

There will be an organizational meeting for the Blue Ridge Division 6, at the Virginia Transportation Museum from 11 AM until 1 PM on Saturday August 1st, in the large conference room. The Museum is located at 303 Norfolk Avenue in Roanoke, Virginia. The Museum opens at 10 AM and there will be plenty of time after the meeting to tour the Museum grounds and gift shop. The Museum is home to the Norfolk & Western steam engines 1218 (A) and 611 (J), and many other exhibits.

You do NOT need to be a current NMRA member to attend this meeting.

For further info contact:  
 Charles G. Hladik  
 198 Fire Oak Lane  
 Rustburg, VA 24588  
 E-mail: rutlandrs@aol.com  
 Phone: (434) 821-4941 