

The Local

A Publication of the Mid-Eastern Region of the NMRA



Volume 69

JULY—AUGUST 2014

Number 4

An Introduction to Railroad Freight Rates Part 2

By Mike White
MER Secretary

RAIL FREIGHT PUBLICATIONS were of three kinds: classifications, class tariffs, and commodity tariffs. This part discusses classifications.

The freight classification was primarily an indexed schedule of ratings applicable to articles to be transported, and to be used in connection with rate making. It enumerated, in an alphabetical list, all articles of traffic and, as the name implies, merely distributed them into different classes as a basis for assessing and collecting freight charges. It applied, not between specific stations, but over a given territory. What was known as the Official Classification governed, generally speaking, on shipments moving within the Territory east of the Mississippi and north of the Ohio and Potomac Rivers.

To understand the importance of the classification systems, consider that in 1910 there were between 4,000 and 10,000 items to be priced. In 1908 alone, 228,400 tariff publications were filed with the Interstate Commerce Commission.

“The principals governing the classification of freight are practically the same as those for the making of rates. Articles having practically the same value, bulk, weight, and other similar characteristics, and involving practically the same cost of handling, are assigned to the same class. A Classification contains a description of the articles, together with the package requirements, the rules and regulations governing their transportation, and the classes to which they are assigned. The freight rates to be applied on the different classes, and any special rules and regulations governing their application, are published in a Class Tariff.

Class tariffs quote rates according to the classes provided in the classification. These rates are in cents per 100 pounds, and apply between specified

stations within the territory in which the particular classification governs; e.g., the rates for first, second, third, fourth, fifth, and sixth class freight from New York to Chicago are, respectively, 75, 65, 50, 35, 30 and 25 cents per 100 pounds. From this it is clearly seen that the Classification and the Class Tariff are interdependent. The one is useless without the other”.

The Freight Traffic Redbook, The Traffic Publishing Company, New York, NY 1920, <https://drive.google.com/file/d/0B7SG5wBHSOGPWG-drbl10V3Qwc00/edit?usp=sharing>

In addition to wide coverage of rate-making principles and application, it contains the full text of those Federal laws governing the transportation of freight and passengers in the United States.

In the early years of the 20th century, there were three major classification territories: The Official Classification Territory, The Southern Classification Territory, and the Western Classification Territory, each with its own classification system. This rapidly became unwieldy and resulted in the adoption of the Consolidated Freight Classification in 1919 (Figure 2) which made the rules and regulations, and the description of products uniform. The Uniform Freight Classification (Figure 3) was published in 1952 and replaced the three territorial systems for most uses although some differences did remain.

The use of a classification to identify the proper freight charges was governed by an extensive set of rules that were published with

the classification. As a general overview, they dealt with the following:

- Accepting articles for shipment
- Freight not to be accepted – reasons for not accepting

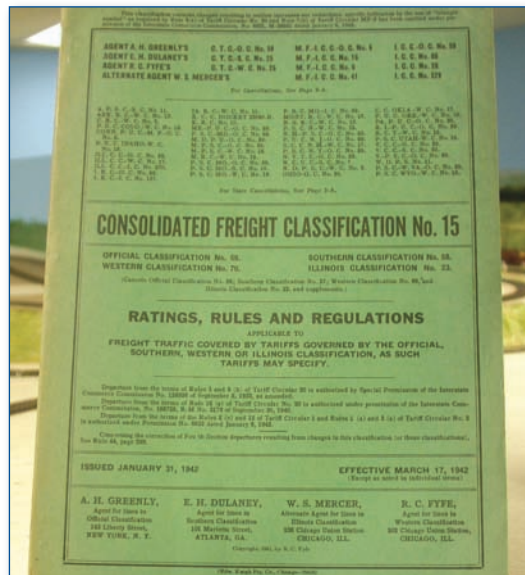


Figure 2

continued on page 3

The Local

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EDITORIAL STAFF



Editor / Photographer: Earl Hackett
3 Forrest Lane
Hockessin, DE 19707
(302) 239-5509
Hackett@verizon.net



Director: J. Gary Tyler
315 Sourwood Dr
Hardy, VA 24101-2863
405-921-8058
director2@mer-nmra.com



Tidewater Division 4
Superintendent: Gary Brown
(757) 641-7671
alleghenyrr@yahoo.com
Division web page:
www.nmra-mer-tidewater.org



Webmaster: Martin Oakes
8057 Lucky Creek Lane
Denver, NC 28037-8004
(704) 483-7972
martinoakes@charter.net



Achievement Program Manager
Charles Flichman, MMR
6909 Crandall Court
Clemmons, NC 27012-9056
(336) 766-8353,
cwflich@aol.com



James River Division 5
Superintendent: Phillip R. Taylor
(434) 589-6006
drphilster@gmail.com
Division web page:
<http://www.trainweb.org/jrd/>



Publisher: Julianne H. Smith
7221 Ridgeway Drive
Manassas, VA 20112,
(703) 794-7309
dragonjuls@verizon.net



Archivist: Chris Conaway
407 Kings Highway
Moorestown, NJ 08057-2726
856-439-1742
chrisconaway@aol.com



South Mountain Division 10
Superintendent: Richard C. Lind
(301) 694-9496
rclind202@verizon.net
Division web page: www.smdnmra.org

ADMINISTRATIVE STAFF



President: John Janosko
264 White Cedar Lane
Youngsville, NC 27596-9196
(919) 562-0260
prez@mer-nmra.com



Business Manager: Bob Price
666 Princeton Avenue
Collingswood, NJ 08108
(856) 854-8585,
business@mer-nmra.com



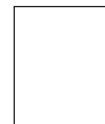
Susquehanna Division 11
Superintendent: Barry Schmitt
(717) 877-1810,
sbschmitt@susquehannanmra.org
Division web page:
www.susquehannanmra.org



Vice President: P. J. Mattson, MMR
129 East Avenue
Swedesboro, NJ 08085-1209
(856) 467-0421
VP@mer-nmra.com



Nominations Chairman:
Bob Minnis, MMR
11 Marwood Drive
Palmyra, VA 22963;
(434) 589-3011,
kahlualab@aol.com



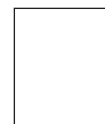
Carolina Southern Division 12
Superintendent: Larry Paffrath
(704) 778-2745
larrypaffrath@bellsouth.net
Division web page:
www.carolinasouthern.org



Secretary: Mike White
3800 Chaneyville Road
Owings, MD 20736
(410) 286-2873
secretary@mer-nmra.com



Mer Division Contacts
New Jersey Division 1
Superintendent: Robert Clegg
(856) 696-0463
bobcatcs@comcast.net
Division web page:
www.njdivnmra.org



Carolina Piedmont Division 13
Superintendent: Grif Bond;
(919) 556-7066,
grifbond@embarqmail.com
Division web page:
<http://www.trainweb.org/cpd13>



Treasurer: Thomas R. Buckingham
7216 S. Osborne Road
Upper Marlboro, MD 20772-4206
(301) 952-0427
treasure@mer-nmra.com



Potomac Division 2
Superintendent: Brian Sheron, MMR
(301) 349-5754
BWSheron@mac.com
Division web page:
http://home.comcast.net/~potomac_nmra/



Chesapeake Division 14
Superintendent: Tom Casey
(410) 426-8947;
super.chesdivmernmra@gmail.com
Division web page:
www.chesapeake-nmra.org



Director and Contest Chair/Manager: Martin Brechbiel
3404 Monarch Lane
Annandale, VA 22003
(703) 309-3082
director3@mer-nmra.com



Philadelphia Division 3
Superintendent: Joe Bergmaier
(610) 269-8558
jober922@gmail.com
Division web page:
<http://www.phillynmra.org/>



Director: Jack Dziadul
1488 Abercorn Lane
Sanford, NC 27330-9152
919-721-8757
directora@mer-nmra.com



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

All subscription information, advertising rates and publication deadlines are located on page 16.



From The Business Car

By John Janosko
MER President

A FEW DAYS AGO I was searching thru my railroad supplies to find some tables, chairs and misc. things to finish the interior of a café kit that I had bought years ago and decided it was time I assembled it. As most model railroaders I know, I am as bad as the next person to have collected more kits over the years than I will ever have the time to put together. I began to think about what happens to everything once I am gone from this world and get to go to the great railroad in the sky. I have given my wife contacts of people that could help to dispose of my collection, without having to worry about someone taking advantage of her, since she does not know what any of my railroad inventory is worth. I do need to make a list of what goes to my grandchildren and what I want to donate to a museum and what to sell. Have any of you thought about what happens to your stuff when you pass away?

I remember back in the early 80's when I would get together with Tommy Gilbert after working in Gaithersburg he told me a story about a young man that died suddenly in Gettysburg and that when the local

club members went to his parents house to help in disposing of his railroad equipment, they found out that one of the club members had already bought his stuff for \$500. They then told the parents that they knew his stuff was worth at least \$5000. It is a shame that we have some of our modelers that will take advantage of these situations. I know of several divisions in the MER that will take in equipment and sell it at train shows or other collectors and only charge a small fee for their time and effort. You may want to think of this in the coming years. We are not getting younger and it would be one less thing that your family would have to worry about.

The new executive handbook has been approved by the board and Mike White has sent a copy to all Division Superintendents. I would like to especially thank Martin Brechbiel, Jack Dziadul and Gary Tyler for all their work. My thanks also to P.J. and Bob Price for their inputs to the executive handbook. It was a definite team effort.

Hope to see you at the MER convention. 

An Intro to RR Freight Rates, Part 2 continued from page 3

- Description of articles
- Quality of shipping containers
- Packing requirements
- Marking packages
- Bills of Lading
- Valuation of goods to be transported
- Loading and unloading bulky L.C.L. freight
- Mixed articles
- Guarantee of charges
- Furnishing cars
- Shipments requiring two or more cars
- Loading of carload shipments
- Freight in excess of full car loads
- Estimated weights
- Minimum weights
- Allowance in weight – dunnage, preservations, etc.
- Reconignments
- Advancing charges to shippers and others
- Delivery of freight at destination.

As an example and reference, the following lists in sequence the major sections of Official Classification No. 44, Effective February 1, 1917 filed by the Official Classification Committee, R. N. Collyer, Agent:

- Title Page (Cover)
- List of Dates of Prior Issues
- List of Railroads and Power of Attorney numbers covered by this document (Railroads and carriers alphabetical within Regulatory Commissions having jurisdiction – ICC first) of the Agent

- filing this document for the carriers named
- Alphabetical Index to Rules
- Alphabetical Index to Articles (freight)
- Rules and Special Instructions
- Classification (Numbers in C.L. and L.C.L. columns are Rate Classes-Figure 4.)

Regulations for the Transportation of Dangerous Articles Other Than Explosives by Freight — L.C.L. – C.L. Figure 4

The full Classification is available at: <https://drive.google.com/file/d/0B7SG5wBHSOgPVkFGdHFHZVJneDA/edit?usp=sharing>

EDITOR'S NOTE: *Well worth downloading for all the listed railroads. Google has kindly hyperlinked all the pages in the index.*

A perusal of the Classification will indicate that the way in which articles

were packed for shipment and how the packages were identified and labeled could have a direct influence on the rate charged for the shipment. This was a matter of liability. The rail carrier was going to charge more for an article shipped in more damage-prone packaging than one packed more securely. Once the rail agent signed the Bill of Lading, the carrier became responsible for the safe delivery of the freight. The rates for different packaging reflected the relative likelihood of some level of damage occurring in normal shipment and compensated for it.

The Classifications rules were important in that due to the nature of tariffs, all circumstances and eventualities needed to be addressed in writing so that each party understood the rights,

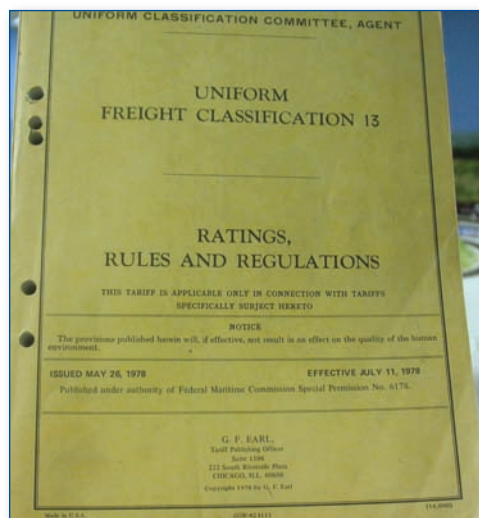


Figure 3

continued on page 4

Keeping In Touch...



By Bob Price
MER Business Manager


IT IS TIME TO START THINKING about attending the Fall MER convention if you have not already signed up. This year, the convention will be hosted by the South Mountain Division. **Hub City Interchange** promises to be another fun event. The host members are busy setting up for our enjoyment during October 16th – October 19st in Hagerstown, MD. Be sure to get your convention registration and hotel reservations finalized. Details are contained elsewhere in this issue of **The Local** and can also be found on the “new” MER website.

Those of you that receive **The eLocal** email notification may have also noticed that the MER has a new website. The new website url is <http://mer-nmra.com/>. For those you looking for the latest issue of **The Local**, you will need to go to the new website. The old MER website was originally hosted by the NMRA, but that hosting agreement was terminated. One of the benefits of hosting our own site is that officials now have MER email accounts. The Business Manager’s new email address can

be found on page 2 of this issue. A big thanks goes to Director Martin Brechbiel for leading the new website effort.

Region and Division officers / board members should take note of the new Rail Pass application form in this issue of **The Local**. There are several items that have changed. We will no longer require a Date of Birth or applicant signature. Neither of these items appear on National’s Rail Pass application. What we will require is that the Sponsor of the application provide their title.

As always, please make sure that the application is legible before submitting it to the Business Manager. If you cannot read it, it is doubtful anyone else can.

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. 

An Intro to RR Freight Rates, Part 2 continued from page 3

responsibilities, and liability of the other in an enforceable contract.

“In the early 1900s, there were three Classification Territories. They are identified with their rough boundaries as follows:

The Official Classification Territory: the United States north of the Ohio and Potomac Rivers and east of the Mississippi River, except the northern peninsula of Michigan, the states of Wisconsin and Minnesota,


5Acetate, Amyl, Ethyl or Methyl:		
In glass or earthenware, packed in barrels or boxes	1
In metal cans in barrels or boxes ..	2
In bulk in barrels	3
In metal cans in barrels or boxes, or in bulk in barrels, C. L., min. wt. 30,000 lbs.	5

Figure 4

and that portion of the state of Illinois lying north or west of a line drawn from Chicago to East St. Louis. The Official Classification Committee developed and maintained the Classification.

The Southern Classification Territory: the United States south of the Official Classification territory and east of the Mississippi River. The Southern Classification Committee developed and maintained the Classification.

The Western Classification Territory: the northern peninsula of Michigan, the states of Wisconsin and Minnesota, and that portion of the state of Illinois lying north or west of a line drawn from Chicago to East St. Louis, and all United States territory west of the Mississippi River. The Western Classification Committee developed and maintained the Classification.

If the links above don't work, try copying and pasting directly to you browser's address line 

CLASSIFIED

ATTENTION ALL MER MEMBERS:

Do you have a wanted/trade/for sale item(s)? Looking for carpool options to an event or options for sharing a room? **The Local** publishes a FREE classified section for all MER members. Send your classified ad to the Editor at Hackett@verizon.net, or see all the editor’s contact information on page 2. The ad must include full name and contact information and will be limited to one issue. Word count is also limited to seventy-five (75) words.

For Sale

Topside Creeper safety ladder to reach over your layout. Barely used item is like new. \$125.00 firm. No shipping available. For your pick up in Maryland contact Ray Colombo, 410 569 4811, rayc-one@verizon.net.

Ray Colombo, NMRA 3785, MER 8783
320 Millwright Circle
Abingdon, Maryland 21009



NC Rail Run 2014

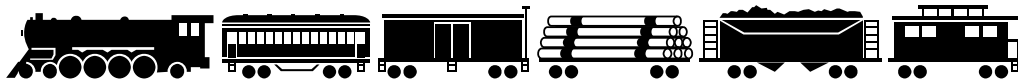
*By Jack Dziadul
MER Director*

THE MID-EASTERN REGION (MER) and the Operations Special Interest Group (OpSIG) are once again sponsoring an operations weekend. NC Rail Run 2014 is scheduled for the Labor Day weekend of Friday, August 29th through Sunday, August 31st. Marcus Neubacher is the coordinator of this event. I have participated in the event twice and can highly recommend it. Whether you are an experienced operator or a newbie you will have a great time seeing layouts and meeting like-minded model railroaders. This was especially helpful to me in achieving my Chief Dispatcher AP Award. In my first Rail Run weekend I focused on being yardmaster in as many sessions as possible. This allowed me to easily surpass the hours needed. Similarly, in my second Rail Run weekend I was able to concentrate on the job of Dispatcher. The weekends are great ways to accumulate those hours that you need. The layout hosts and their regular crews are on hand for any coaching or trouble shooting requirements.

The NC Rail Run encompasses layouts along the I-85 corridor of Western NC. On Friday, August 29th there are two layouts on the morning schedule and two selections in the afternoon. New this year is an all-day alternative. This eliminates the travel between layouts.

On Saturday, August 30th there is one morning session, one afternoon session, or two all day layout choices. The Sunday schedule is similar, but with one all day selection available.

Here is the link for further information and the registration form. <http://ncrailrun.blogspot.com/>. The \$20 registration fee is payable to Mid-Eastern Region, NMRA and mailed to Marcus Neubacher at 909 Spring Branch Lane, China Grove, NC 28023. 📧



The Philadelphia Chapter Pennsylvania Railroad Technical & Historical Society

Preserving the history of the Pennsylvania Railroad

Modelers Forum & Presentations at all scheduled chapter meetings

Member publications: "High Line" and "Keystone Chronicles" magazines.

Membership actively modeling, collecting and preserving PRR equipment & images.

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Mid-East Region, NMRA Fall Convention

Hub City 2014

October 16th to October 19th 2014



Please enter (print legibly) all names **as you wish them to appear on your registration badges**. They will not be changed at the convention:

Primary Registrant's Name: _____

Significant Other Attending (living at same address): _____

Children Attending (Under age 16 – List all): _____

Address: Street: _____

City: _____ State: _____ ZIP: _____

Telephone: _____ E-Mail: _____

NMRA # _____ Region: _____ Division: _____

Favorite Scale _____ Is this your first Convention? _____

Description	Cost	#	Paying
Early Registration (Till Aug 31, 2014 then \$40 Then at the door only for \$45)	\$35		
Non-NMRA member extra Fee	\$10		
Significant other & Children under 16	\$0		
Banquet Dessert Only – Saturday Night	401 \$8		
Clinic – Pimp my Kit – Part 1 Friday 8:30AM – 12:30PM	601 \$20		
Part 2 Saturday 8:30AM – 12:30PM			
Clinic – TTTO – Friday 1:30PM – 2:30PM (Op session included)	602 \$15		
Clinic – Fast Tracks Turnouts – Thursday 7:00PM (Count only 15)	691 \$0		
Clinic – Fast Tracks Turnouts – Thursday 8:15PM (Count only 15)	692 \$0		
Clinic – Installing Decoders – Thursday – 7:00PM (Count only 15)	693 \$0		
Clinic – Installing Decoders – Thursday – 8:15PM (Count only 15)	694 \$0		
Operation Call Board – Wolf – WM – HO – Friday Night	301 \$5		
Operation Call Board – Moltrip – Steel Mill – Friday Night	302 \$5		
Operation Call Board – Florwick – HO – Friday Night	303 \$5		
Operation Call Board – Rausch – ON – Friday Night	304 \$5		
Operation Call Board – Beckham – O – Friday Night	305 \$5		
Prototype Tour – Dickerson Plant – Friday 9am – 12pm	201 \$10		
Green Spring Plant – Friday 9am-1pm	202 \$10		
East Broad Top RR & Trolley Museum – Saturday 8am – 1pm	203 \$20		
Total Advance Registration Paid			

Additional events will be added when their cost is known.

Payment must accompany registration.

Credit Card Number _____ Ext. Date _____ 3 Digit Security Code: _____

An extra charge will be added for Credit Card transactions. **Visa, Master Card and Discover Card only.**

Or Make checks payable to: MER Fall Convention 2014

Send to: MER Fall Convention
 PO Box 447
 Swedesboro, NJ 08085

Any questions and/or additional information email – MER-Registrar@comcast.net

Convention Hotel:

Ramada Plaza Hotel
 1718 Underpass Way
 Hagerstown, MD 21740
 301-797-2500

Room rate \$89.00 plus tax per night. Single or Double.


When registering, specify the **Hub City 2014** to get these special rates.

Revised: 7-22-2014

Notice to All MER Members: ANNUAL MEETING

The 2014 annual meeting of MER members will be held on Sunday morning, October 19th in conjunction with the MER Fall Convention in Hagerstown, MD. Exact time and room will be announced later.

Mike White MER Secretary

Notice of Annual Meeting – required by Bylaws 



Photos from some of the layouts that will be open during the convention.



3D Printing of Custom Models



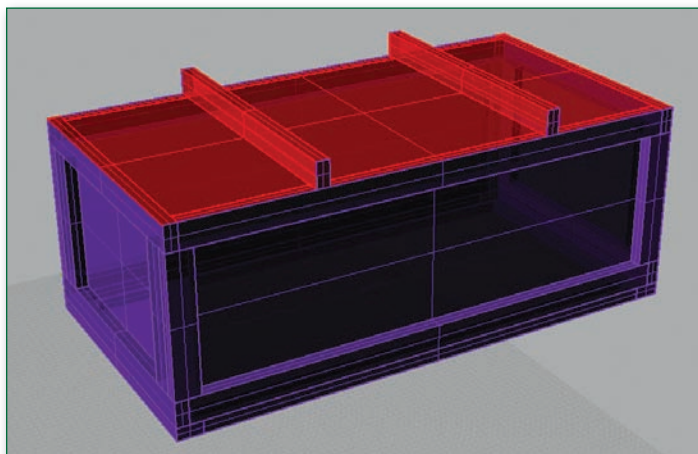
By Earl T. Hackett, Jr.

INTRODUCTION

3D printing has come a long way in the past few years and it should continue to improve. However, the surface quality of today's digital printing technology is far below that of CNC and traditional model making. 3D printing, often termed additive manufacturing, is useful when you need a quick demonstration part or the cost of making the part by traditional methods is prohibitive. The final part can require significant post production surface treatment to provide the finish we modelers expect. However, this technique can produce parts that otherwise would be difficult or impossible to make.

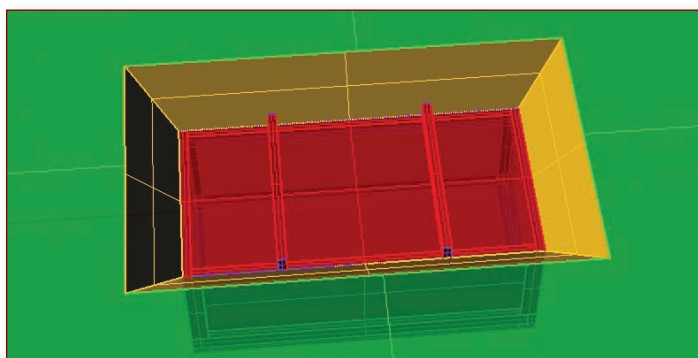
THE BEGINNING, AN EXPERIMENT

While planning to build a model of the passenger station at White Sulphur



Crate with Parting Line

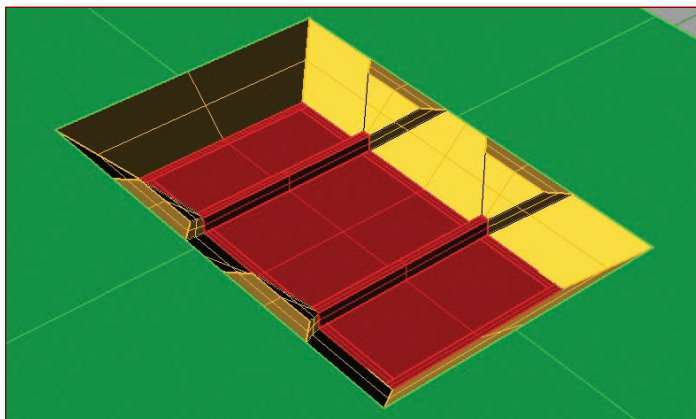
Springs, WV, I found it had a number of custom windows that would be difficult or impossible to build with conventional methods. Fortunately I have a small mill and lathe with digital readouts and I set about developing what I call my lost wax mold making process. For windows with straight lines, it worked well, but if there were curves it ran into trouble. A CNC mill would take care of curves, but I'm not too keen on spending \$8,000.



Initial Dividing Plate

Although the quality of the parts produced by this process is excellent, it has a couple of problems; you only get one mold and it is difficult to provide pathways to vent excess resin.

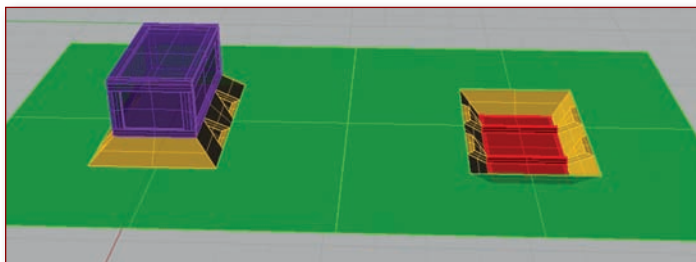
I have been watching the development of 3D printing for several years at various trade shows. It was slowly getting good enough for modeling.



Completed Dividing Plate

Then at last summer's C&O Historical Society convention one of the presentations was on making models with this technology and the small building models looked pretty good. He even had a steel, beveled helical gear for a large scale shay produced from a 3D printed wax master. So I decided to try it on a door with arched windows in the transom that had been giving me trouble.

I made a 3D model of the the door and frame and sent it to Shape-



Mold Box Surface

ways to be produced in their Frosted Ultra Detail (FUD) plastic. I soon got a reply that they couldn't produce the fine detail I was asking for. In HO scale, the window mullions are .01" (.25 mm) wide and the material was too weak to support free standing elements of that size. I can easily cast details of this size so I decided to try something different.

The positional accuracy of the system is quite good, about 0.2 percent or .002" per inch. So rather than make a master from which I would create a mold, I decided to make a mold box that would produce the mold directly. This would eliminate any problems with delicate bits of plastic breaking while removing the model from the printer. I asked the Shape-

ways technical people if anyone had ever done this and the answer was “No, never.” It would be an inexpensive experiment so I went ahead and gave it a try.

The basic concept was to make a 3D model of the part. Next a parting line was determined and planes were drawn at that line. Then the whole model was copied, flipped over, and all the model below the parting line was removed, leaving just the surfaces that would form the mold. Finally



Finished Mold Surface

the mold box was constructed around these surfaces. This is illustrated using a simple crate model created in Rhino.

Crate with Parting Line

This is a simple crate (upside down) with 2x4s under it so a forklift can pick it up. The parting line will separate the bottom surface along with the 2x4s from the top and sides; the divide between the red and purple surfaces.

Initial Dividing Plate

The dividing plane was placed slightly above the model and diagonal surfaces were drawn to the parting line. These diagonal surfaces insure the mold halves will accurately and easily fit together. Here's the finished dividing plate.

Completed Dividing Plate

OK, the hard part is done. Now just copy the whole thing, flip the copy over, and remove the parts of the model you don't want – it's shown upside down so you can see what was removed.



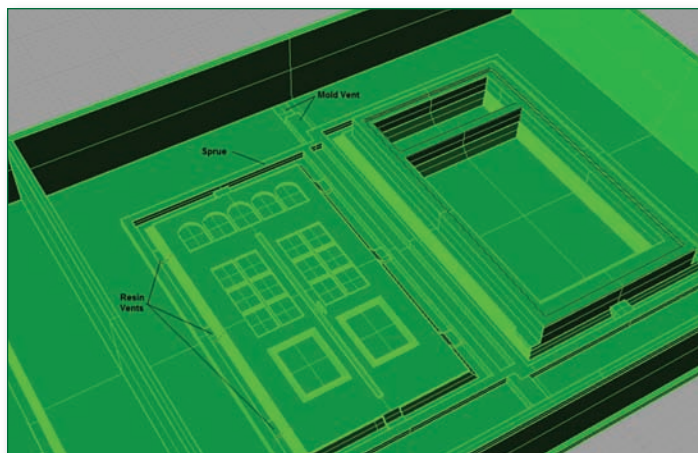
Old Resin Vents

Mold Box Surface

Here it has been copied and flipped over.

Finished Mold Surface

The unwanted parts have been removed and you now have the final mold surface. The rubber will be poured against the bottom side in this view. You now just add the surfaces that give the mold surface some thickness



Fancy door mold

and the mold box sides, save it as an stl file, and email it to your printer.

One of the problems with my lost wax technique was providing vents for excess resin to escape. If you don't give the resin an easy way out the windows or other open spaces within the casting become plugged with a thick layer of solid resin that is impossible to remove without damage. It was easy to create a good vent system in the CAD model, much easier and cleaner than the cut off corners I used with my lost wax process.

Old resin vents — Fancy Door Mold

In the door mold you can see a system of vents and sprues has been added to vent excess resin out the side of the mold. This is much cleaner than



Mold and Mold Box

having it come out the top where the plate and weights holding the mold closed could be a problem.

Overall, it worked pretty well, but there a couple of things to watch out for. First, contrary to advertising claims, the surface is not smooth. It feels smooth but there are little grooves between the rows of deposited plastic. Silicone rubber won't stick to the plastic, but it gets trapped in these grooves and is very difficult to remove. I broke part of the mold box prying the RTV silicon out. The surface finish on parts from this mold made them essentially useless. Things couldn't get any worse so I applied a coat of gloss finish to the mold to fill these grooves and the second attempt at making a silicone mold worked well. Two coats of gloss finish would probably be better, but you have to be careful not to obliterate any of the detail you put into your model.

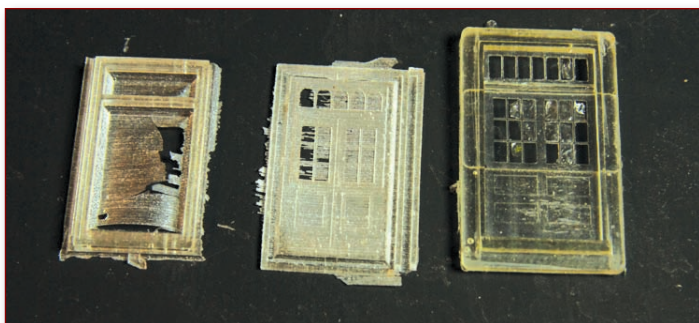
continued on page 10

Mold and Mold Box

This is the mold box and the mold it produced used to make the door. You can see where I glued a piece of plastic sheet to repair the broken wall.

Casting Comparison — Station Door

Here is the end result. The unfinished castings are shown in their as cast condition. The door and frame from the gloss coated 3D Printed mold are



Casting Comparison

on the left. The horizontal lines left by the print head are still clearly visible and only a small amount of flash is present in the window openings. By comparison, the freight door on the right was made with my lost wax mold making technique. Although the lines on the 3D printed parts are visible in the photos, they are not readily seen when viewed under normal lighting conditions. A flat finish, rather than the semi-gloss satin on the door, will further hide the presence of these lines. While you can minimize these lines you can't eliminate them without filling and sanding, therefore this process may never be suitable for models with large flat surfaces such as the side of a box car where rivet detail and other features must be preserved.

These surface defects notwithstanding, I was so pleased with this that I thought other modelers should look into this technique.

3D CAD SOFTWARE

Obviously you need a piece of CAD software. Google Sketchup is probably the most well known free program. "SketchUp Make" is the free version. So far I've seen no reason to purchase the Pro version for \$500. When you first launch it, it appears pretty useless. To make it functional you have to load up a bunch of plugins that are included in a library. In the Window menu, open the "Extensions Warehouse." As a minimum you will need the following:

- 1001bit Tools
- Cleanup
- Arcs Circles +
- Export STL...


SketchUp has a very unique interface which I find very confusing, having used more conventional CAD programs for the past 30 years. Once you become accustomed to it, this interface eliminates some common errors encountered in creating files suitable for 3D printing, including surface normal direction, manifold problems, and misaligned surfaces that produce tiny openings. These types of errors creep into models made with conventional CAD programs and can be difficult to find and eliminate.

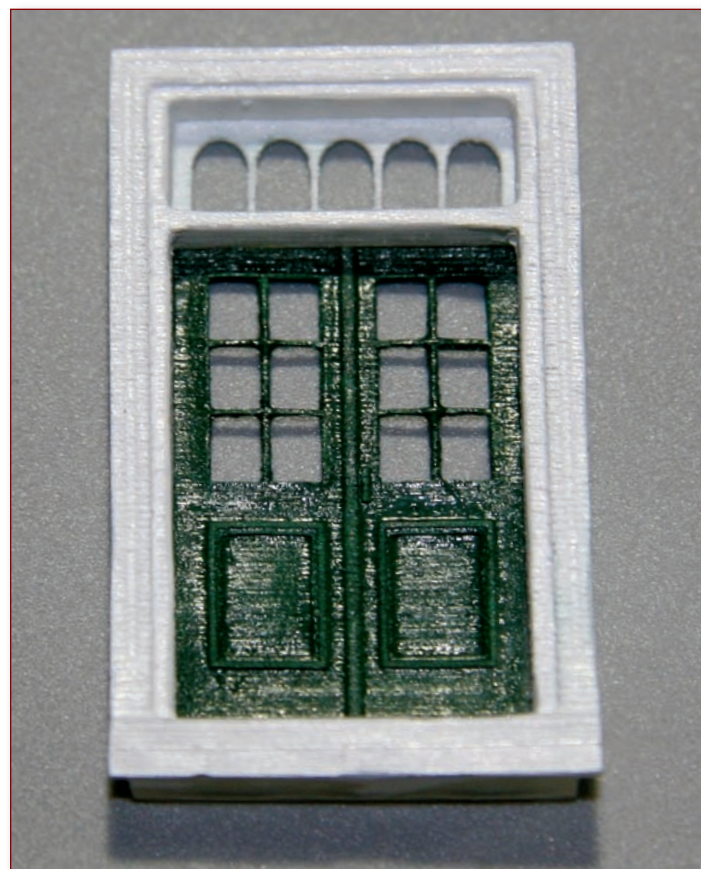
Another free CAD package is FreeCAD. This is an open source parametric based CAD program, similar to SolidWorks. You can give it a try, but I avoid this type of CAD package. Parametric CAD packages set critical dimensions and hold them constant as the model is modified. This is an important function in engineering, but adds a lot of extra work that is better avoided.

These free CAD systems are relatively simple and will run on a minimal PC running Windows XP or newer.

If you want to purchase a commercial CAD package, I recommend Rhino. It is moderately priced at \$1,000, \$1,300 with Flamingo render engine. It has an excellent Help system which also serves as a good tutorial. It also handles point clouds just in case you are using a program such as PhotoModeler to collect dimensional information of a favorite prototype. Rhino and PhotoModeler will run on a good XP system, but it may become bogged down if you are modeling a complex structure. A 64 bit Win 7 computer with lots of memory will perform noticeably faster than an older machine.

CONVENTION CLINIC

This will be covered in more detail in my clinic at the October convention. 



Station Door

The Ravensglass and Eskdale Railway

By Earl T. Hackett, Jr.

ARTICLES FOR **THE LOCAL** focus on model railroading rather than prototype railroads. During my recent visit to the UK, I rode on one that is somewhere in between. I'm not sure if it's a very large gauge model or a very small prototype. With a track gauge of 15", it is the size usually found in amusement parks, but this railroad started life as a 3' narrow gauge line hauling iron ore from a mine shaft just north of the town of Boot as well as agricultural products and passengers. If you look up Boot, UK in Google Earth, the ruminants of the original grade and the tracks leading from the mine shaft are clearly visible. When the iron ore became unprofitable around 1900, the track was converted to 15" gauge and it continued hauling granite until the mid 1960's. A group of preservationists took over the railroad and now operate it as a tourist line. It is possibly the biggest model railroad or the smallest common carrier in the world.



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11/14

New Membership Recruitment Program

As an aid to membership recruitment, NMRA instituted a six month “Rail Pass” trial membership program which costs the applicant \$9.95. Building on this idea, the MER instituted a program whereby it will pay the \$9.95 Rail Pass fee for interested applicants in the MER. In other words, we are making available FREE six month Rail Pass trial memberships to encourage recruitment of regular members.

What’s covered?

Same as Rail Pass—receive six issues of **NMRA** magazine, three issues of **The eLocal**, eligibility to attend conventions and meets, eligibility to participate in contests.

What’s not covered?

Same as Rail Pass—applicants cannot vote or hold office, and will not receive the New Member Pak from national (it’s rather expensive).

Who can be recruited?

Anyone living within the MER who has not been a member of NMRA during the past two years or a prior Rail Pass member.

How will the recruitment process work?

(1) The prospective member fills out the MER trial membership application form which was sent to all division superintendents (not the standard

NMRA Rail Pass form). (2) The “recruiter” should sign the form, and then forward it to: Bob Price, Business Manager, 666 Princeton Avenue Collingswood, NJ 08108. (3) Bob will record the information he needs in his data base, and will forward the application to the MER Treasurer. (4) The Treasurer will add the necessary check and forward the application and check to the national headquarters in Soddy Daisy.

What happens after the member’s six month trial period?

The Rail Pass trial member will receive a standard dues notice from national headquarters. We hope a substantial number of Rail Pass trial members will sign up to become regular members.

Are there limits on the program?

The MER initially allocated \$2,000 for this program. When this funding is depleted Division Superintendents and members of the MER Board of Directors will be notified. At that time, the program will be reevaluated by the MER Board of Directors. If successful, we will try to continue it.

For questions?

Contact Bob Price, Business Manager (mailing address is below, (856) 854-8585, Business@MER-NMRA.com), or John Janosko, MER President (see contact information on page 2).

National Model Railroad Association (NMRA) Mid-Eastern Region Application for Free “Rail Pass” Trial Membership

Yes, please sign me up for a free six month Rail Pass trial membership in the NMRA—which includes membership in the Mid-Eastern Region, and in my local Division. During this six month period, I understand that I may attend conventions and meets, and participate in contests. I will receive NMRA Magazine, the monthly mailed national magazine, and **The eLocal**, the bi-monthly regional newsletter if an email address is provided. I will not be eligible to vote, hold office, or receive a New Member Pak.

I also understand that the \$9.95 cost of this six month Rail Pass trial membership is being paid by the Mid-Eastern Region. (Regardless of who pays, six month \$9.95 memberships are available only once to each person.)

At the end of the six months, I may join NMRA, paying the regular active member dues.

During the past two years, I have not been a member of NMRA or a prior Rail Pass member.

=====

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When this form is completed,
mail it to:


Bob Price
MER Business Manager
666 Princeton Avenue
Collingswood, NJ 08108

Do **not** mail it directly to NMRA
headquarters in Soddy Daisy, TN.

Letter from the Editor



By E.T. Hackett
Editor, **The Local**

PARTS 2 THROUGH 4 of the articles on freight rates had some problems with the links. I was in far northern Scotland riding some steam trains and was not in contact so they were not published in the last issue. They are published in this month's electronic issue with the correct links. 

Letter to the Editor

Earl,

Hi, my name is Chris Artale. I am a life member of the NMRA and MER and I live in Madison County, Virginia. I model the Delaware & Hudson in N scale circa the late 60's. I am writing for two reasons.

First I want to tell you that I really enjoyed the Mid Eastern Region Newsletter that arrived in my Inbox today. Thank you for putting that together. I will look forward to future editions. The layout featured was awesome. As Madison is 'just over the hill' from the Shenandoah Valley I am somewhat familiar with the locations. I hope I get to tour Jim Brewer's layout in the future. I love attending conventions. I had registered early for this one but could not attend as work called me out of town for two weeks right at convention time. My layout is currently benchwork with some track installed. We are just starting to run trains. I hope to host operating sessions, informal visits and layout tours in the not too distant future, and of course have some photos in the Region Newsletter.


The second reason I am writing is that I very much enjoyed your article in the Jan.-Feb., 2014 **The Local** regarding the Car Order Operating System. It was very timely as I have been researching car forwarding systems for my railroad. While I use and enjoy car cards and waybills on most of the railroads I operate on [all HO scale] I am looking for something easier to use especially for N scale where reading the car numbers is a challenge particularly in the yards. I have re-read the article several times and searched the internet for more information on this type of system. I have decided to adopt this system for my railroad and have already started sketching out how this will work with the different trains that I will run. I had previously considered car cards/waybills, switch lists, tab on car, and train order car forwarding [not to be confused with timetable/train order dispatching].

Can you provide any more information about this system and how it works? The article mentions that you will cover coal loads in the next issue. I would be very appreciative of any info or links that you could send along. I am in the process of working out different scenarios which I would be happy to share, perhaps in a follow up article. One example is how to handle a local train that originates in staging and will set out cars on it's way to the main yard where it terminates.

Thank you for writing the article and sharing this unique operating system.

Sincerely,

Chris Artale

Aroda, VA 22709 

The First State Model Railroad Club presents RAILROAD MERIT BADGE DAY April 12th, & April 19th, 2014

Article by MER member Don Jennings


BEING INVOLVED WITH the Boy Scouts of America and also with the NMRA's MER, I have traveled several STATES in the region's boundaries for any NMRA members willing to assist with a RAILROAD MERIT BADGE CLASS. This year's Railroad Merit Badge Day marks its tenth year that THE FIRST STATE MODEL RAILROAD CLUB has provided a Railroad Merit Badge class to the Boy Scouts. This event (to my knowledge) far exceeds many other RR clubs with service to the Boy Scouts. The First State MRR Club owns their building which was a small truck terminal and is located in Dover, Delaware as the name suggests.

The scouts had to show up in Boy Scout uniform, with a RR merit badge booklet and the worksheets for the badge. Many of the scouts had their worksheets at least partly filled in only needing some information provided from the instructor(s) of the class. Such a class happened over a two day period, on two separate Saturdays. The first one was April 12, 2014 and the second April 19, 2014. The event has a maximum attendance of 24 scouts for each session. The Scouts started off the morning by doing the Scout Pledge of Allegiance, followed by their Scout law and Scout oath. Then the Scouts were split into four groups of about six boys each. I attended the class on April 12th and provided the club with the MER's HO Scale R F & P RR box car kits. These kits are needed for the badge's requirement, which states "Build a model railroad car kit or one locomotive kit."

All the scouts were eager to learn about the badge and many of them asked questions and responded as the presenters talked about each subject of the badge's requirements.

Book learning and instruction time is necessary, but the fun part of the day was building the car kits with the assistance of many of the clubs members.

After this, the scouts got to run the switching layout with a locomotive and several cars to be placed on different tracks in a timed exercise. Next came the time to operate trains on the clubs two HO Scale layouts that are set up year round. The larger of the two layouts is about 30 feet by 40 feet and is DC controlled with many beautifully scenic areas of local interest.

The large but smaller layout is about 20 feet by 20 feet and is on modules and operated for Digital Command Control. These are both fun to operate with long trains and some switching maneuvers as part of it. The members of the First State Model Railroad Club have constantly provided a quality program for the scout to learn and earn the Boy Scouts Railroad Badge. This year was no exception. Good going guys. 

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CALLBOARD Coming Events

July 22, August 26, September 23, October 28. Carolina Piedmont Division, Meet and clinic 7 PM Cary, NC.


August 29 - 31. Steel Mill Modelers Meet, Bethlehem, PA

Seminars (free electronic copy of ALL seminars), workshops, layout and prototype tours, model contest, vendors, talk to steel mill experts. NO after dinner speaker. Presented by the NMRA Steel Mill Modelers SIG and sponsored by Peach Creek Shops, Inc. Information and registration at www.peachcreekshops.com or Peach Creek Shops, 2405 Blue Valley Drive, Silver Spring, MD 20904

August 29 – 31. NC Rail Run 2014, Operating sessions in western North Carolina along the I85 corridor. The \$20 registration fee is payable to Mid-Eastern Region, NMRA and mailed to Marcus Neubacher at 909 Spring Branch Lane, China Grove, NC 28023. For mor information go to <http://ncrailrun.blogspot.com/>

September 6. Model Railroad Day at the Railroad Museum of PA in Strasburg PA. August 15 is last opportunity to pay/register and receive special admission rates for all day clinics, model railroad displays, back shop tours, and great museum historic displays. NMRA members, \$9; Friends of the Museum, \$5; all others, \$12. After Aug 15, normal museum pricing and no back shop tours. To register, call Rich Wurst at 717-392-5023 or email with Subj: Sep. 6 Event to rjwurst@comcast.net.

September 27th and 28th. Tidewater Divisions, 25th annual train show and sale, Virginia Beach Convention Center, 1000 19th Street, Virginia Beach, VA 23451. Operating trains in various gauges and lego trains, test tracks, train doctors on call, scenery supplies, books, videos, track, memorabilia and tools for sale, white elephant tables. how to clinics both days, scouts work towards merit badge in model railroading. door prizes drawn every hour. Admission adults \$8.00 children under 12 with an adult free. Scouts in uniform with scout leaders in uniform admitted free. \$1.00 from every paid admission goes to "TOYS FOR TOTS".

Oct 3 – 4. Joint Susquehanna Division and OP SIG, LSOP6 (Lehigh & Susquehanna Operations Weekend 6). Register now for annual Friday evening and all day Saturday free operations event. No prior operations experience required. Twelve, 3-layout positions available in Lehigh/Allentown area and ten, 3-layout positions in greater Harrisburg area. Registration and additional event information available at www.susquehannanmra.org/LSOP6. Contact Wayne Betty, 717-951-5055, or wsb@susquehannanmra.org 



Achievement Program Update

By Charlie Flichman, MMR
MER AP Manager

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

Division 1 – New Jersey

Christopher Conaway – *Master Builder, Scenery*

Division 3 – Philadelphia

Alden Smith – *Golden Spike*

Division 11 – Susquehanna

James L. Long – *Model Railroad Engineer, Electrical*

Division 14 – Chesapeake

Russell F. Forte – *Association Volunteer*

Kurt Thompson – *Master Builder, Cars*

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

As you have seen in the last **The Local**, we have another MER MMR, Robert Reid # 534. 

Congratulations



on your
Achievement!

Get the Electronic Version of **The Local**

To convert from the hard copy of **The Local** to the electronic version send a request to Bob Price, the MER Business Manager at business@mer-nmra.com. The electronic version is in full color and will eventually have added content beyond the 16 page limit of the paper version.

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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. The editor 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. Upon receiving any submission the editor will also confirm receipt and at a later date indicate the anticipated edition the submission will appear in **The Local**. If you do not receive a postcard or email within two weeks please resend your submission or contact the editor by phone.

<u>Publication Schedule:</u>	<u>Articles/Callboard items due to Editor by:</u>
Jan/Feb	December 1st of previous year
Mar/Apr	Feb 1st
May/June	Apr 1st
Jul/Aug	Jun 1st
Sept/Oct	Aug 1st
Nov/Dec	Oct 1st

If you are interested in advertising with the Mid-Eastern Region of the National Model Railroad Association please contact the Editor, as listed on page 2. The current advertising rates for **The Local** are as follows and must include camera ready art (jpeg, pdf, bmp, tiff formats):

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