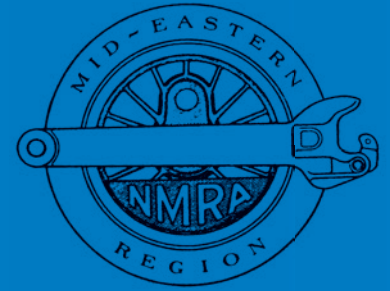


The Local

A Publication of the Mid-Eastern Region of the NMRA



Volume 70

JANUARY – FEBRUARY 2015

Number 1

NC Rail Run 2014

By Rusty Doss

Assistant Superintendent, CSD assistsuper@carolinasouthern.org

WHAT IS NC RAILRUN? That is exactly what I wanted to know and I planned to find out over the Labor Day Holiday weekend this year. So after speaking with Marcus Neubacher, the Chairman of this year's event, this is what I discovered. NC RailRun began in 2006 under Mid-Eastern Region sponsorship. It was MER-sponsored until 2011, when one of the organizers of the event suggested that the Carolina Southern Division get involved due to the concentration of operating layouts around Charlotte. At that time, there were actually two operations events being held at roughly the same time, so it seemed logical to merge the efforts to create one event. Under the Carolina Southern banner in 2011 and 2012, the event was hosted much the same as it is now. OpSIG and the NMRA are not completely separate groups. The OpSIG is a part of the NMRA as one of its Special Interest Groups, for people who focus on the operations part of the hobby. The OpSIG itself cannot sponsor events such as this, but its members can organize the events with the support and sponsorship of the NMRA. The 2014 event was held Friday August 29 through Sunday August 31, 2014 and covered the Raleigh, Greensboro, Hickory and Charlotte areas of North Carolina. On each of these days, events were scheduled for morning sessions, afternoon sessions and all day sessions, in both the eastern and western parts of the area. The idea is to give participant operators of NC Railrun a chance to operate on many different layouts over the three days, in four to six hour operating sessions, thereby sampling many different layouts or all day events that were designed to give operators in-depth sessions on a few layouts. Two of the layouts that I operate on regularly were scheduled for Friday and Saturday and since both of them were HO Scale, I worked my way into an N Scale layout on Sunday. Each layout had something the other two did not.

**CHESSIE SYSTEM: THOMAS SUBDIVISION, 1980'S,
Andrew Stitt, New London, NC; August 29, 2014 – Day 1**

My first day was spent with Andrew Stitt and his Chessie System Rail-

road. I would be one of three helping Andrew out today. Roy Becker and Blayne Olson would make up the rest of crew. Andrew is modeling the former Western Maryland Thomas Subdivision from Keyser, WV through Elkins to Durbin and Laurel Bank, WV. Work on the railroad is still under construction and I have been operating as part of Andrew's regular crew since earlier in the year. With some time available before the 3PM start, I took the opportunity to ask Andrew a few questions.

Andrew, with your railroad not complete, why did you want to include it in this year's NC Railrun? Andrew replied that the railroad was functional from a running and electrical standpoint. But with the scenery not being in place, he wanted to run a full scale operating session with the

optimum number of crew to see how everything worked. Andrew wasn't looking for electrical shorts, he was thinking in terms of siding capacity, yard capacity, enough interesting switching, prototypical sort of things, to see if it is a good railroad to operate. Andrew said "For example, I don't think the Keyser Yard is big enough to handle the traffic that we are going to have on the railroad today. The Keyser Yard operator is going to be required to hand pull a couple of those trains off the layout, after they arrive. So that is why I wanted to do it like this, so if there are changes that

need to be made, I'd rather make them before I put scenery in."

Andrew at the end of the day, what is the one thing, that you hope the NC Railrun people will take away from your layout? Andrew again replies quickly "That they have had a good time and time has flown by quickly. A good operations session goes really fast. You get involved in the operations and look down and go oh my gosh its all over!!" Part of my goal with this article, was to give readers and layout owners an idea of what goes on prior to an event, So I ask: what was the process like to get set up for today? Andrew says "the basic process of things, #1 was to work out known track problems. A bad turnout that needed to be replaced, a electrical gremlin or that sort of thing. I don't use a clock or dispatcher and prefer simple switch lists. Gener-

continued on page 3

Attention

**Remote Control
Locomotives Operate
In This Area. Locomotive
Cabs May Be Unoccupied**

**Sign on door to Andrew's train room,
I knew we were going to have fun today!**

The Local

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The MER website www.mer-nmra.com

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



President's Message

By P.J. Mattson, MMR
MER President

THE HUB CITY CONVENTION went well considering they didn't get started until well past last year's convention. My congratulations to the Hub City committee for a job well done. The Delaware Valley Turn – 2015 in Mt. Laurel, NJ is well on its way. Registration forms are available in the MER website. The 2016 convention in Durham, NC is being planned already. My thanks to both committees for their great starts. Model Railroad month in the North East section of the region went well. At my own Raccoon Valley Railroad I had 190 visitors

in the two days I was open. Other railroads in the area also had better turnout than usual. This is a great way to show the hobby. Hopefully we will get some new members through our efforts. I am hosting a Boy Scout Troop and hope to get them started on the Model Railroad Merit Badge. The budget Committee is working on next year's budget and will have it ready to present at the January MER meeting. It's time to work on your AP projects with the weather turning colder and staying inside. Till next time stay on the right track. 🚂

NC Rail Run 2014 continued from page 1

ating the switch lists was the most difficult part, and then last but not least, clean clean clean!!! The registration process was very user friendly. It was just an application with name, address, phone number, number of operators you would like to have and tell them a little bit about your railroad."



Keyser Yard – it does look small for this size layout.

These regional events provide an opportunity to meet modelers from all over the country. This operation session included Mike Porterfield from Ozark, Alabama (he models the T&P between Beard and Big Spring, Texas), Ken Mann from Conover, NC, Steve King author of "Clinchfield Country", Paul Berry, Blayne Olson, Martin Oakes, Elizabeth Weber, and Joseph Mattick.



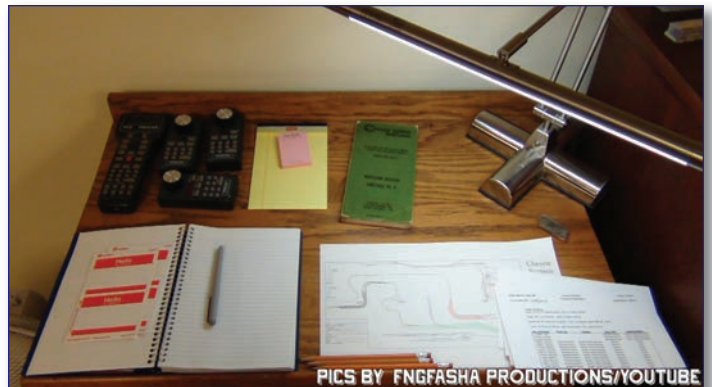
Paul Berry working as Yard Master in Elkins Yard.

Before we know it the hours have passed. It was just like Andrew had hoped; the hours have flown by and the operators had fun. In the end that is all that matters. One day down, two more to go.

P&W BUILT BY JACK PARKER

Charlotte, NC; August 30, 2014 – Day 2

The Piedmont & Western provides bridge line and local service on a direct route through the Blue Ridge Mountains, connecting Huntington, WV on its north end with Charlotte, NC on its south end. The time is



Trainmaster's Desk – you don't need a CTC machine to run a model railroad.

the early 1950's. The setting is the Blue Ridge Mountain and Piedmont area of West Virginia, Virginia, Tennessee, and North Carolina. This is the story of the Piedmont & Western Railway, The "Bridge Route To The Blue Ridge". Big, powerful, modern steam locomotives are still the kings of mainline freight trains on the Piedmont & Western. In all, not count-

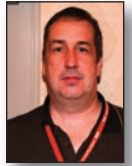


Ken Mann working as Yardmaster in Keyser, cutting trains while Steve King operates

continued on page 4

Keeping In Touch...

By Bob Price
MER Business Manager



HAPPY NEW YEAR TO EVERYONE. It is difficult to believe that another year has come and gone so quickly. Since we are starting a new year, it is time to look at some data that pertains to the organization.

The MER currently has 1,894 Active members and 82 Rail Pass members. The Active number is up from a count of 1,862 at the end of 2013. Happily, we are seeing some positive membership growth for the first time in several years. If we are able to retain a percentage of the Rail Pass members that exceeds our attrition rate, then we should be able to continue this growth in 2015. This growth is a testament to the members down at the division level. They are not just giving away Rail Pass memberships, but are reaching out to the new members and getting them out to local events to show the new member what we can offer them.

Looking at the subscriptions to **The Local**, we find that 810 MER members are receiving the mailed paper version. Email notices are being sent to 380 MER members for the electronic version. There is some cross over in these numbers as 90 members receive both the paper and electronic version notification. We also have 36 subscription paying non-MER members receiving the paper version of **The Local**. These numbers

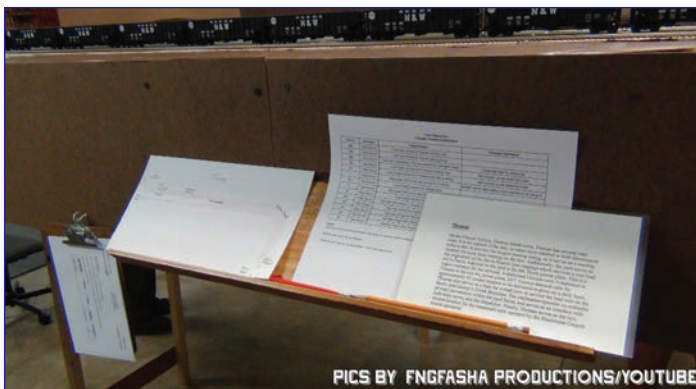
could show that approximately 700 or so MER members may not get **The Local**. It is difficult to actually determine since anyone (member or non-member) can download **The Local** from the MER website.

Changing topics, the end of the year found me relocating to a new home. It was a difficult decision to move since my layout was nearing completion, but the realist in me said it was time to downsize. The odd thing is how I managed to re-define downsize. The new home is 25 percent smaller than my previous home, but the basement is 50 percent larger. It was a win-win situation. One of the great aspects of membership in this organization is the friends one can make. I had more offers to assist with moving from our members than needed. Ultimately I would like to thank our new MER President – PJ, our MER Archivist – Chris and members Jerry and George for the assistance with moving. We did it in one night and brought the last layout sections into the new house just minutes before the deluge of rain started.

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

NC Rail Run 2014 continued from page 3

ing passing, yard, or industrial trackage, the P&W has about 600 actual feet of mainline, and is located in two separate buildings connected by enclosed viaducts. It is maintained by Jack Parker MMR, and club mem-



Each Yardmaster's desk was set up with that yard's switch list on a clipboard, map of the yard, train movement sheet and description card of that location.

bers. Construction of the P&W began in the 1950s. The P&W uses a car forwarding system consisting of car cards, one for each car operating on the railroad. The car cards are computer generated from a database that contains every modeled town, industry, car spot, commodity, and every car running on the railroad. As well as hundreds of off line industries, towns, and car spots. This database contains thousands of possible car destinations. The card program is not, however, a random "switch list" generator. Each car has specific routing, and movement of the car is controlled by moving a paper clip down the card to the next destination, as each delivery is made. (Source: pandw.org)

Saturday afternoon found me at the P&W helping Jack Parker, MMR,



Steve King and Paul Berry deciding on the best move for a for a train entering the Elkins Yard.



Ken Mann working as Yardmaster in Big Laurel.



Joe Mattick and Elizabeth Weber at Loray.

get ready for the visiting NC Railrun operators. You may think that someone who has overseen the operations of this layout for 50 years would not be nervous, but Mr. Parker was. Well maybe not nervous, excited is a better word. If you ever visit or have visited in the past, you will remember one thing: At the P&W everyone is running something. It may be a train, a yard



Pic 20 Paul Berry (L), Fred Burton (P&W Mbr), Mike Porterfield & Dick Bronson (P&W Mbr) working in Ashford.

or the dispatch desk, but everyone is busy. Club members onboard to help out were: Dick Bronson, Fred Burton, Jim Thomas, Mark Wilson, John Shefte, Danny Poole, Jack Haynes, and myself. Many of the visiting operators showed up early, this should not have surprised me. When you have a layout that has been in operation as long as the P&W, with the great reputation it has, people find it hard to stay away. I was pleasantly surprised to



Nancy Campbell having a great time running the Mt. Holly turn.

find that most of the operators from Andrew's session were going to be here today. That was fun group and I hoped the same for today.

I found Joe Mattick running Loray and Elizabeth Weber running Lynnville in the first building. They had driven down together from north of Indianapolis for NC Railrun. Joe has no layout, he just loves running




The Dispatcher's Desk is an important job, here Jack Haynes (P&W Mbr) uses JMRI's Panel Pro to track train moment over the entire layout.

trains. In addition to running trains he handles the JMRI software for Bob Lehnen's, Chicago & Eastern Illinois Railroad. Everyone runs a train at the P&W and I was no exception. I started by running the Loray/Lynnville Transfer to help make some room in Loray and to get some power into Lynnville. That turned into an Lynnville/Loray Transfer back. This afforded me an opportunity to work with Joe in Loray, a yard that I had been wanting to learn myself for a while. Eventually, Joe gets the Marshallboro Turn ready and Danny Poole goes to run that train and I help Elizabeth with the Altamont Turn. It was a great evening!



Mark Wilson (P&W Mbr) (L) with Paul Berry (smiling) and Fred Burton (P&W Mbr) in Ashford.

As the evening wound down, Mr. Parker put the word out, that he would consider it a pleasure, if all operators would join him for dinner after operations had concluded. Everyone smiled and said "yes sir." I didn't take a picture of that, no need. That meal and the conversation will be hard pressed to forget. Thank you Mr. Parker.

Find out more about the P&W Built by Jack Parker at www.pandw.org. 

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 the NMRA Magazine, **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.

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, 801 S. Newton Lake Drive, 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 P.J. Mattson, MMR, 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 regional newsletter if an email address is provided. I will not be eligible to vote or hold office.

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.

=====

Name: _____

Street Address: _____

City/State/Zip: _____

Phone: (_____) _____

Email: _____

Scale(s): _____

Signature of Sponsor: _____ (Required)

Title of Sponsor: _____ (Required)
(A Regional or Divisional officer or board member)

=====

When this form is completed,
mail it to:

Bob Price
MER Business Manager
801 S. Newton Lake Drive
Collingswood, NJ 08108

Do **not** mail it directly to NMRA

Date of form: 6/2014

Notes from the Board and Annual Members Meetings

Hagerstown MD, October 16-19, 2014

*Compiled by Ken Nesper
MER-NMRA Secretary*

ON THURSDAY EVENING, while most convention attendees were participating in clinics or examining models in the contest room, President John Janosko convened a regularly scheduled meeting of officers and directors of the MER-NMRA. On Sunday morning, President Janosko convened the annual membership meeting. Much of the information discussed by the officers and directors on Thursday was shared with the members on Sunday. All officers and directors were present for both meetings as were many committee chairs and division superintendents.

For those who could not attend the annual meeting, these notes are a summary of the highlights from the meeting. These are not minutes and they are not an attempt to report everything discussed at the member meeting. Moreover, they are not presented in the order in which the topics were discussed at the annual meeting.

Robert Minnis, MMR, Chair of the Ballot Committee, announced the results of the 2014 election of officers. P.J. Mattson, MMR, was elected President; Chuck Hladik was elected Vice President; Ken Nesper was elected Secretary; and Tom Buckingham was re-elected Treasurer. Mattson and Hladik were unopposed. Elections will be held for the three director positions in 2015. John Janosko and Mike White were thanked for their four years of service as president and secretary, respectively.

Treasurer Tom Buckingham reported that the region is in fine financial health. The 2014 Statement of Financial Condition will be published in the March/April edition of **The Local**. Tom added that region continues to fund Rail Passes and has matching funds available for division-sponsored projects. At Tom's suggestion, Robert Reid, MMR, was confirmed as Assistant to the Treasurer providing a backup in the event that the Treasurer was incapacitated. Bill Roman was reappointed as Resident Agent, a requirement of the region's incorporation in Maryland.

Business Manager Bob Price noted a slight increase in membership in the region since last year although conversions of Rail Pass to full members declined as did the number of life members. To date, the region has funded 704 Rail Pass memberships. Potomac Division has the most members followed by Philadelphia Division. New Jersey and Susquehanna are third and fourth but nearly equal. Bob added that the conversion from paper to electronic subscriptions to **The Local** continues, if slowly.

Convention Liaison Eric Dervinis announced that annual conventions are set for 2015 in Mt. Laurel, NJ (October 22-25) and 2016 in Durham, NC (October 20-23). Vice President Hladik announced that he and Eric were seeking to determine interest in a "destination convention" sometime in the future at a family friendly site.

Director Gary Tyler reported that the archive is being maintained electronically. To ensure redundancy, Archivist Chris Conaway sends copies to the business manager, the secretary, and Director Tyler.

Director Jack Dziadul noted that six 16-page, black and white issues of **The Local** are published each year. The color electronic version of **The Local** will probably begin to contain additional material and color photos. Editor Earl Hackett has begun publishing an electronic update in the months that **The Local** is not published. The update is mailed to all members who have an email address on file. Jack also noted that the Boy Scout Railroad Merit Badge program, coordinated by Don Jennings, is in need of freight car kits. (Subsequent to these meetings, the MER-NMRA purchased a quantity of freight cars for the program.)


Director Martin Brechbiel undertook a review of the election process.

Martin indicated that responsibilities were not as clearly defined as they should be in the current process. He plans to submit recommendations to the board in January. In this context, Member Brian Kampschoer questioned the limitation of 200 words for candidate qualification statements. He noted that the limitation seemed arbitrary and not equally enforced. The basis of the limitation seems to be linked to the cost of mailing ballots by minimizing the number of pages mailed. Vice President Hladik suggested that in the future more extensive candidate statements could be posted on the MER-NMRA website and linked or referenced

from the mailing. This solution was favorably received by all.

In order to lower costs and improve participation, Business Manager Price has been investigating electronic (online) voting. Bob asked 30 members to participate in a mock election this fall. Recommendations for additional mock votes may be made to the board in January. The adoption of electronic/online voting will require by-law changes. The sentiment of the members at the annual meeting was that the by-law changes should be initiated while the evaluation continues.

Director Brechbiel announced the launch of a new MER-NMRA website. The website was totally overhauled, but is fully linked to NMRA.org and all division websites. The webmaster is James Brechbiel, Martin's son.

For those who are interested, the next meeting of the MER-NMRA board is scheduled for Saturday, January 24, 2015, at the home of Treasurer Tom Buckingham. Board meetings are open to all members. Contact Tom for directions. 



VISIT OUR WEBSITE

Visit the MER's website for all the latest information, contacts and archives
www.mer-nmra.com.

Hub City Convention Contest Report

*Greg Meeks and Martin Brechbiel
MER Model Contest Chair and MER General Contest Chairman*

WE HAD AN INTERESTING LEVEL of participation in the Contest Room at the Hub City Convention this year. Our host, the South Mountain Division really did a nice job—thanks to the entire hosting staff for a fun convention and for making our contest experience positive by providing a good contest room in Hagerstown. I'm sure that I speak for all of the Judges when I state that we were treated to an exceptional lunch this year!

Special "Thanks" also to those who donated their time on Saturday to judge the Model Contest. We were fortunate this year to have a good number of MMRs in our judging teams including Charlie Flichman, Chuck Davis, and Bob Minnis. And, we missed Bob Charles' presence and distinctive laugh.

Although there were fewer models entered for judging this year, we were fortunate to have an excellent array of very fine and high quality models. There were only 17 models entered, 2 Favorite Train entries, plus 1 model brought for display. Of those models, 14 received Merit Awards, just over 80 percent!! The judged entries populated 10 categories, with 21 entries in the Photo Contest.

THE CONTEST WINNERS!

Model Contests:

Steam: 1st place – Dennis Vaccaro – The Great North South Navigation Co. #301*

Diesel: No entries!!!

Traction: 1st place – Martin Brechbiel – CG&W 12 Inspection Motor*

Freight Cars: 1st place – Martin Brechbiel – H&S 1029 Traction Water Tank Car*

Non-Revenue Cars: 1st place – John Johnson – HOn3 Tool & Supply Car*

Caboose or Cabin Car: 1st place (Tie) – Bruce DeYoung – Logging/Work Caboose*

Fred Willis – Boston & Maine Narrow Monitor Caboose*



Passenger Cars: 1st place – Bruce DeYoung – Scratchbuilt Caboose*

Structures On-Line: 1st place – Philip DeChene – South Davie ST RR Bridge*

Structures Off-Line: 1st place – Martin Brechbiel – Corn Crib*

Displays On-Line: No entries!!!

Displays Off-Line: No entries!!!

Module: – No entries!!!

*Denotes AP Merit Award—scoring a minimum of 87.5 points.

Photo Contest:

Prototype: Steam – 1st place – Alan Silverblatt – Leon & The Big Boy

Prototype: Other – 1st place – Gerard Fitzgerald – Lynchburgh Viaduct Northbound

Model: 1st place – Gerard Fitzgerald – Dolkos Bag Company

Best-in-Show: – John Johnson – Headin' West on the PRR

THE SPECIAL AWARDS:

The MER has always prided itself on the Special Awards given out in parallel to the judged model contest.

Clyde Gerald Kit-Bash Award: the best kit-bashed model in the model contest.

Dennis Vaccaro – The Great North South Navigation Co. #301

The Philadelphia New Modeler

Award: given to the first-time entrant in the model contest with the highest point score. (Includes a \$25 cash prize as well as a plaque!)

Dennis Vaccaro – The Great North South Navigation Co. #301

The Henry (Bud) Kaiser Award:

awarded the best detailed and weathered judged model.

Bruce De Young – Logging/Work Caboose *

Pride of Dixie Award

– Sponsored by the James River Division. This year’s objective was Y’all (South of the Mason-Dixon Line) Railroad pulpwood car.

Martin Brechbiel – Ensign Manufacturing Lumber Line Pulpwood Car 9

Great Decals! Award

(Sponsored by Great Decals! and includes a \$30 cash award along with a plaque)

Martin Brechbiel – H&S 1029 Traction Water Tank Car

Ray Bilodeau MER Narrow

Gauge Award:

Bruce De Young – Logging/Work Caboose

Favorite Train: – chosen by popular vote!

Bruce De Young – Pennsylvania Logging Train

Favorite Model: – chosen by popular vote!

Fred Phillips – Dandos Breaker

The President’s Award: This year was for a Passenger Car. Interestingly enough, both passenger car entries this year were actually drover caboose variants.

Martin Brechbiel – Drovers Caboose CVRR X-101

Best-in-Show: given to the entry with the highest point’s score in the model contest. Includes the cost of registration to next year’s convention in Hagerstown!


Fred Phillips – Dandos Breaker



Now, a few brief notes about the Contest Room operations. Overall, the number of entrants this year remained low, and a few categories had no entrants at all! We did however have some very high quality models that made a high percentage of Merit Awards. But, once again we ended up putting a few brass plaque faces in the trash! It seems unrealistic that no one in the MER had a diesel to enter and take home a plaque.

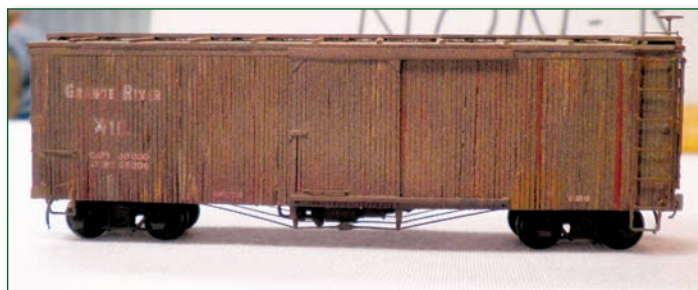
Next year’s President’s Award will be a caboose! So, let’s see a nice variety of cabooses (caboose, cabin cars, etc.) in next year’s Contest Room in Mt. Laurel, NJ! We did award the Pride of Dixie award this year and for the first time, we also had a model that qualified for the Great Decals! Award. The Pride of Dixie Award will not be awarded next year as our convention will be held North of the Mason-Dixon Line; however, qualifying of the Great Decals! Award is pretty simple so let’s hope there are a few appropriate entries for this award.

Of special note, we had one late entry from the “Pimp My Kit” clinic that was designed to have participants build a kit all the way through to entering their building after two (long) half-day sessions. That one entry managed to succeed and was received a Merit Award, so it can be done! Look for this clinic to be offered at the 2015 MER Convention!

If you have any questions about NMRA or MER contest rules, regulations or forms, NMRA judging of models, would like to be a Judge, have contest questions of any kind, complaints, suggestions, or whatever you might want to talk about, please contact me at director3@mer-nmra.com. 

More contest photos on the following page.

continued on page 10





Mid-Eastern Region, NMRA Fall Convention
Delaware Valley Turn 2015
 October 22nd to October 25th, 2015
www.DelawareValleyTurn.org



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 (thru August 31st)	\$35		
Basic Registration (Sept.1 until at the door fee \$45)	\$40		
Non-NMRA member extra Fee	\$10		
Significant other & Children under 16	\$0		
Banquet Saturday Night	401	\$42	
Breakfast Buffet Pre-order \$15 per meal tax/tip incl.((usually \$18 +tax))	V	V	V
" " " " " Breakfast Quantity - Friday	402	\$15	
" " " " " Breakfast Quantity - Saturday	403	\$15	
" " " " " Breakfast Quantity - Sunday	404	\$15	
Total Advance Registration Paid			

Additional events will be added when their cost is known.
 Payment must accompany registration.

Credit Card Number _____ Exp. 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 2015

Send to: MER Fall Convention
 PO Box 467
 Crosswicks, NJ 08515-0467

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

Convention Hotel:

The Hotel ML and CoCo Key Water Resort
 915 Route 73
 Mt. Laurel, NJ 08054 Phone: 856-234-7300 Website: thehotelml.com

Room rate \$94.00 plus tax per night, (\$108.10) Single or Double.

When registering, use online booking link <http://tinyurl.com/msqk6jy> or call & specify the **Mid-Eastern**

Region Model Railroad Assoc to get these special rates.

\$18.00 (1/2 off regular) day passes to CoCo Key Water Park will be available at the hotel, ask for convention price.

Revised: 10-20-2014

An Introduction to Railroad Freight Rates

Part 4

By Mike White

IN ORDER TO DETERMINE the lowest legal rate on a shipment it was necessary to know:

- (1) The actual point of origin and the destination of the shipment
- (2) Actual date on which the shipment originated and was delivered to determine what tariff was legally in effect
- (3) The common carriers over which the shipment moved
- (4) The correct classification to which the article belonged
- (5) The traffic territories through which the shipment would pass
- (6) The best routing of the shipment to insure the lowest rate
- (7) If any charges were necessary for special services rendered
- (8) The freight charges for all items included. All of this was necessary in order to determine the appropriate tariff. Most tariffs were class tariffs of one kind or another (Figure 6).

In order to understand the differences in types of rates and tariffs, the following may be helpful:

Rates: Basing Point: This term had a technical use in connection with the basing point system of rates in the Southeast, and it had a more general meaning in connection with rates in other parts of the country. (1) In the technical use of the term Atlanta was a typical basing point. For example, rates from New York to territory surrounding Atlanta were made up of the rate to Atlanta plus the rate from Atlanta to the point nearby. (2) New York was a basing point not in the technical sense explained above, but only in the general sense in which the term is used. The points in the vicinity of New York took the New York rates, not the New York rates plus the local between the point nearby and New York.

Basing Rate: A rate to or from a point or points used in constructing rates to or from the surrounding territory. For example, all points in the territory surrounding New York City took the New York rates or specified amounts over the New York rates. In this case the New York rates were the base rates.

Class rate: A rate subject to a classification.

Combination Rate: A rate constructed by adding together two or more separate rates.

Commodity Rate: A rate on specific commodities.

Joint Rate: A rate applying from a point on a line of one carrier to a point on a line of another, or between points on the lines of different carriers.

Local Rate: A rate applying on the lines of one carrier only.

Proportional rate: A rate applying as a proportion on a part of the route of shipment.

Differential: Amount added to or subtracted from certain specified rates to make rates to (1) other points (intermediate or beyond) or (2) the same points via different routes.

Maximum Rate: (1) A rate prescribed by a commission which could not be exceeded by carriers. (2) In Texas the term "maximum rate" signified the highest rate prescribed for any distance. The class rate for 245 miles was, in this sense, the maximum rate. For example, the rate for 600 miles was the same as for 245, provided both origin and destination were within Texas Common Point territory. The Texas rates began with those for 10 miles and increased until the maximum rate was reached (at 245 miles). The Texas rates were both maximum and minimum rates. That is, they were absolute and could not be either less or more than the Commission prescribed.

Minimum Rate: (1) A rate below which carriers agreed they would not charge, or a rate below which a commission prohibited carriers from charging. (2) Through rates which did not apply when a combination made lower rates.

On Combination: Rates were made "on combination" when two or more rates were added together to make the total charge on a through haul. For example, the class rates from Chicago to Atlanta were made on the Ohio River combination.

Tariffs: Agency Tariff: A tariff issued by an agent for the common use of two or more carriers.

Basing Tariff: A tariff containing basing rates only

Class Tariff: A tariff containing class rates only.

Commodity Tariff: A tariff containing commodity rates only.

Distance Tariff: A tariff containing distance or mileage rates.

Individual Tariff: A tariff issued by a carrier under its own

I. C. C. number

Interstate Tariff: A tariff applying on interstate traffic.

Intrastate Tariff: A tariff applying on intrastate traffic only.

Joint Tariff: A tariff containing joint rates.

Lawful Tariff: A tariff constructed and filed with the Interstate Commerce Commission in accordance with the law and the regulations of the Commission.

Local Tariff: A tariff containing local rates.

Proportional Tariff: A tariff containing proportional rates.

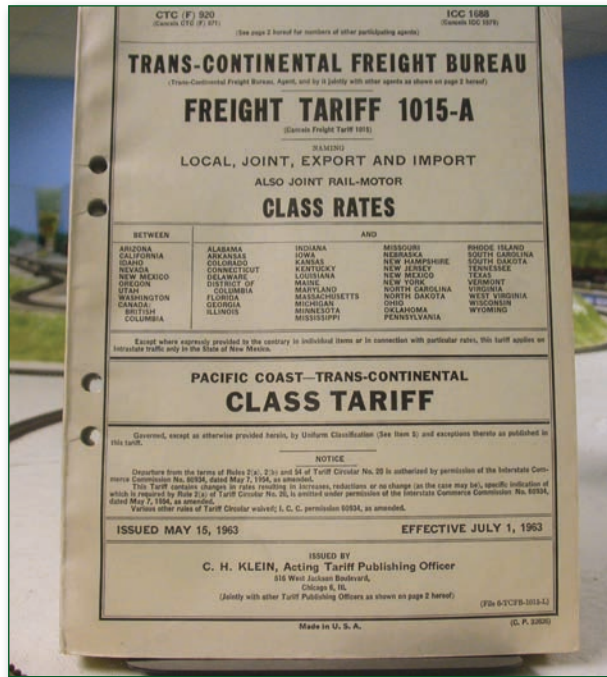


Figure 6

Switching Tariff: A tariff containing charges and regulations for switching service.

Rates themselves were determined in different traffic territories on different bases (not to be confused with basing) that were determined to be the most effective. They were determined by action of the various traffic committees, by rulings of the regulatory commissions having jurisdiction, or both. They varied widely. Succinct, yet informative, guides are available at <https://drive.google.com/file/d/0B7SG5wBH5OgPTGM5ek5fdnFiTzQ/edit?usp=sharing> and <https://drive.google.com/file/d/0B7SG5wBH5OgP-WkNnMk5fREhSV2M/edit?usp=sharing>.

You should read this before proceeding further.


In Part 1, I reproduced a letter written in response to a question on how to determine the first class rate between two points located in different classification and rate territories. Most of what you read there probably sounded like a foreign language at the time. You will probably be pleasantly surprised with how familiar it now sounds when doing the following: <https://drive.google.com/file/d/0B7SG5wBH5OgPbDIIRD-dhSmpBT1k/edit?usp=sharing>

Rating at Potomac Yard

Potomac Yard (Alexandria, VA) was a Joint facility, in that it was operated for the benefit of the several co-owner railroads which were referred to as the “tenants”. If you are able to obtain a copy of Potomac Yard, by James E. Foley, there is an excellent description of the work operations of the Rate Revision Clerks who were expert at correcting rates and routing on waybills for traffic arriving at the yard. They did this for all of the tenant lines.

“In 1906, when Potomac Yard opened, there were in effect hundreds of thousands of freight tariffs applicable on all types of railroad traffic moving and interchanged between roads at various points in the United States, Canada, Mexico, Cuba, and Puerto Rico to and from all Continental ocean ports for both export or import. For the Tenant Lines, this situation meant that their Revision Bureau Rate Clerks had to be very familiar with how these tariffs were applied at the new Potomac Yard, Va., Joint Interchange Point.

It was estimated by the American Association of Railway Accounting Officers and the major tariff issuing authorities and bureaus that, in 1906, the railroad issued tariffs contained some 86 million rates and that it would take two hundred years to read each of them over just once. The major freight classifications comprised about 35,000 separate and distinct items a large part of which, if the goods so described were merely packed and described differently, would acquire a completely different classification under the I.C.C. rules.”


“Over time the Potomac Yard Revision Bureau became the most thorough and knowledgeable revising agency on the east coast. Their ability to correct revenue errors became well known simply because the Potomac Yard Revision Bureau had access to ALL of the tariffs issued throughout the eastern U.S. and Canada. Many of the smaller roads located both north and south of Potomac Yard would simply issue a “starter” or “memo” waybill, knowing full well that either the larger connecting road or the Potomac Yard Revision Bureau would initiate or complete all of the necessary corrections, additions, and deletions needed and then send the corrected copies back to them and any connecting lines” – **Potomac Yard, the Gateway Between the North and the South**, page 628 (emphases in the original). 

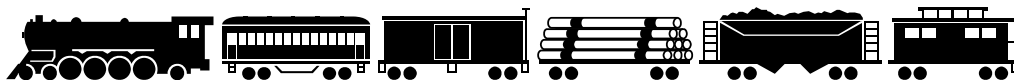
THE MER WANTS YOU

WITH 2015 BEING AN ODD NUMBER YEAR, It is time to nominate and elect the three Director positions for the MER Board. Those elected will serve a two (2) term assisting the other four officers in running the operations of the Region activities. Any current member of the Region in good standing can self-nominate him/herself for one of the three director positions. All that is required is a 200 word candidate statement stating your qualifications and goals/desires for serving. Also, a passport size photo must accompany your statement. Both of these items must be received by any member of the nominating committee before APRIL 15, 2015 (TAX DAY). Either email or snail mail is acceptable. If you miss the date (4/15), then you must also include a partition signed by 25 current members supporting/endorsing your nomination. The April deadline is the best way to go. Members of the nominating committee are:

Bob Minnis – kaklualab@aol.com
Bruce Barrett – greenjeeps2@yahoo.com
John Janosko – johnajan@embarqmail.com

Ballots will be mailed to all Region members in the July – August time frame. Ballots must be returned by early September; exact date will be printed on the ballot. The winning candidates will assume their duties as assigned by the President at the conclusion of the annual membership meeting at the end of the convention.

If you enjoy this hobby of model railroading, please give some serious consideration to supporting the Region by volunteering. Successful service as an elected official counts toward the AP certificate of “Association Official”. 



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CALLBOARD

Coming Events


Patcong Valley Model RR Club will hold its 30th annual open house. January 3-4, 10-11, 17-18 2015, 10AM - 4 PM daily. We are located on the South side of U.S. Route 40 (1308 Harding Hwy) near mile post 38.5 (Fir Ave.). Lots of parking. We are a 25 by 70 foot bridge route from western PA to eastern NY. We run 6 to 8 trains at a time with DCC technology. Special display for kids with daily door prize. BRING A STEP STOOL FOR LITTLE ONES. No admission fee. www.patcongvalley.com, patcongr@comcast.net. Call Herb 609-425-5226. We are also on FaceBook, YouTube and Twitter. Advertising contact for all Patcong Valley open houses Edward S. Milner, Jr. 55 Franklin Dr., Bridgeton, NJ 08302, Phone 856-455-8574, Fax 856-451-7074, email esmilnerjrmd@aol.com.

Carolina Piedmont Division meet/clinic 7 PM Cary, NC, January 28, February 25, March 25, April 22.

The Carolina Coastal Railroaders in New Bern, NC, are having their 20th Annual Train Show. It will be held on Saturday and Sunday, February 21 & 22, 2015 from 10AM to 5PM on Saturday and 10AM to 4PM on Sunday. Admission is \$6.00 ages 12 and up. Under 12 are free with an adult. Your ticket is good for both days. There are 10 visiting model railroads, including Thomas the Train and Friends in HO and G Scale. Over 25 vendors, with food concessions and hourly door prize drawings. We are in a NEW LOCATION... The New Bern Riverfront and Convention Center located at 203 South Front Street in New Bern, NC. The Train Show web address is <http://www.carolinacoastalrailroaders.org/2015.asp>. For information, contact Joe Hofmann (252) 474-4153 or email at southernrtrains@yahoo.com. 

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 Hacketet@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. 

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 12 – Carolina Southern

Seth Gartner – *Master Builder – Scenery*

Seth Gartner – *Master Builder – Prototype Models*

Seth Gartner – *Model Railroad Engineer – Civil*

Seth Gartner – *Model Railroad Engineer – Electrical*

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. 

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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In This Issue

NC Rail Run 20141
 Staff & Division Contacts2
 President's Message3
 Keep In Touch4
 Notes From the Board7
 Hub City Convention Contest Report8
 MER Convention Registration form11
 Intro to RR Freight Rates-Part 412
 The MER Wants You.....13
 MER Products For Sale14
 Callboard / Achievement Program15

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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):

Callboard Ads (30-50 words) (Div. and Clubs Only)	Free
Business Card size (6 issues).....	\$60.00
Quarter Page ad (6 issues).....	\$125.00
Half Page ad (6 issues).....	\$225.00
Half page ad (per issue) (Div. Only).....	\$25.00