

The Local

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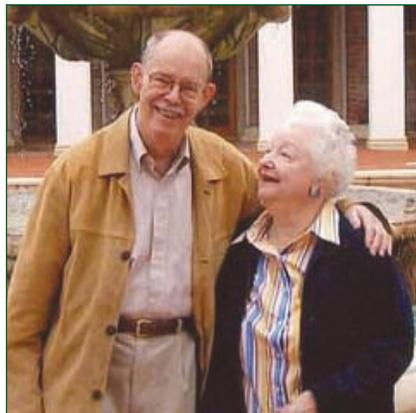
In Memorial: William “Bill” Arthur McMillan, Sr., MMR

Story and photographs supplied by Mike Garber

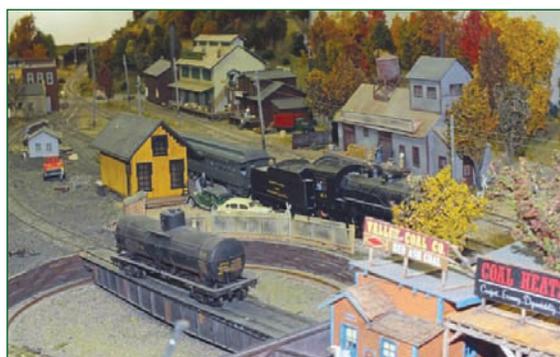
MASTER MODEL RAILROADER #401, Bill McMillan peacefully joined his beloved wife Carola on July 24, 2012. He was a retired Congressional Liaison for the Department of the Navy yet continued working as a private consultant to the department and pursuing his love of model railroading. Bill was a life long member of the NMRA, active in the MER and James River Division, the James River Division On30 Modular group, the Ma & Pa Historical Society and various local groups. He is survived by his son, Artie McMillan; his daughter Sue McMillan; and his two granddaughters, Alex and Tyler McMillan. Bill was 85 years of age.

Among his many model railroad accomplishments, he was most proud to obtain his MMR certificate on September 21, 2007. He was a superb modeler as witnessed by his beautiful HO scale Ma & Pa layout of the Maryland District set in October 1939 between Baltimore, Maryland and Delta, Pennsylvania with staging into York Pennsylvania. The layout was fully scened and operational with a new Dallastown branch nearing completion. Bill's Ma & Pa was regularly operated by a devoted group of operators who also volunteered many hours towards construction and maintenance efforts becoming a part of the layout.

The family graciously allowed a small group of the Ma & Pa operators to visit Saturday July 28 to operate the layout one last time as a tribute to its Chief Operating Officer and creator. Two “sweeper trains” were run, much like the prototype railroad ran



Bill and his wife Carola.



Final layout run and last stop (in Delta).

upon its discontinuation of service, to clean out all the sidings and towns. A final train was run out of Baltimore to Delta with lone Ma & Pa 2-8-0 #41, a Baldwin locomotive built in 1941, pulling coach #20 as the McMillan Memorial Special carrying its fallen leader. The Special stopped at every station along the line for mourners to pay their last respects.

As a fitting farewell to Bill, the following poem is repeated from the memorial service bulletin:

Travel

By Edna St. Vincent Millay

*The railroad track is miles away,
And the day is loud with voices
speaking,
Yet there isn't a train goes by all day,
But I hear its whistle shrieking.*

*All night there isn't a train goes by,
Though the night is still for sleep
and dreaming,
But I see its cinders red on the sky,
And hear its engine steaming.*

*My heart is warm with the friends I make,
And better friends I'll not be knowing,
Yet there isn't a train I wouldn't take,
No matter where it's going.*

The model-railroading hobby has lost a valued friend and mentor. He will be greatly missed. 📧

The Local

Official Publication of the Mid-Eastern Region, NMRA – A Tax-Exempt Organization

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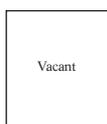
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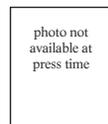
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All subscription information, advertising rates and publication deadlines are now located on page 16.

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

From The Business Car

*By John Janosko
MER President*

IF YOU HAVE BEEN READING my columns this year, you have probably noticed that I have spent quite a bit of time on trying to get new members for the MER and NMRA. I even asked Bob Clegg to do a guest column in the March/April issue on some of the good ideas he has been using in the New Jersey Division. Hopefully, as members of the MER you have tried some of his helpful hints.

One of the great tools we have in our new member toolbox is the Rail Pass. When you do find someone that is interested in pursuing our hobby of Model Railroading, you should try to get them to sign up for the Rail Pass. The cost is under \$10.00, but the MER pays the cost. All you need to do is to get them to sign up then get one of the officers from either your Division or the MER signature and then the form is sent on to Fred Miller to process the form to the NMRA. The new member will then get six issues of the **NMRA Magazine** and will be able to use all of the NMRA benefits except for voting in the elections. This is a really good

way to show a new member what we are about. But your job is still not done. You will need to make sure the new member gets to your Division meetings and to also make them feel welcome. Take time at your meetings to make them feel part of your group. This is where we seem to fall down on the job. Talking to people who drop out, the biggest reason is that they feel that we do not make them feel welcome in the Division and the MER. Not all of us are as outgoing as myself and will not just get involved and start asking questions or do not mix well with strangers. If you do follow through, you will find that you now have someone who will sign up for full membership after the Rail Pass lapses. The more people we get involved in the hobby will make it more enjoyable for everyone. Hopefully you can help grow the MER.

Do not forget our annual convention in the Tidewater Region of Virginia in October. I hope to see you there. 

Letter to the Editor

Steve,

It was great to see Dave Renard's travels through model railroad history in the last **Local** (Jul/Aug issue). In 1969, I was with the U. S. Army's Strategic Communications Command out of Ft. Huachuca, AZ on temporary duty to Edgewood Arsenal, Md. I had a gang of five or six guys and we were installing a new telephone central office. One guy who kept coming into the CO was the base telephone repairman, Bob Deleuu. I believe that Bob was the president of the model railroad club on the base at that time. My sergeant was carrying on one day about Bob not allowing him to park at a certain location because he wanted to see the trains. My ears perked up when I heard trains and asked what he was talking about.

That night I showed up at the Edgewood Arsenal Model Railroad Club. Sometime later I met Dave Renard. Even though I was only scheduled to be on base there for a short time they welcomed me into the club. I have returned several times since I left the service. Steve Mintz and Bob Johnson (South Mountain Division) were also members at that time.

I didn't know Dave had been at the Philadelphia NMRA convention in 1964. I must have been standing next to him as Linn

Westcott took those photos of the winning models in the contest room. That convention was memorable for being my first and meeting Bill Walthers, John Dorsam and Walt Price. The latter two became long-time friends. I find it incredible today that all these men that I met would talk to me like I was their equal. I was only 14 years old.

One time Walt, our wives and I were traveling to the Silver Spring area for what I believe was some sort of anniversary celebration for the Maryland Central Model Railroad Club. We stopped at Dave's house on the way down and he initiated a mini-operating session on his railroad. Annette served us a great lunch and a good time was had by all.

While it's a great experience to visit layouts and learn things from all these people probably, for me, the best part of being an NMRA member has been the friendships that I have made over the years. I also believe that you only get out of it what you put into it.

*Ron Baile
Westmont, NJ*

Keeping In Touch...

By Fred Miller, MMR
MER Business Manager

EACH YEAR I do a little study of the average age of the MER membership using birth dates reported to me by most members for the NMRA and MER Roster. Not surprising the average age remains a tad above 65.

This past year has brought an impact on our older membership ranks with almost 30 reported deaths over the year. Just this past month we lost almost half a dozen members including Life members Larry Lau and Bruce Herrick and MMR Bill McMillan. Larry was a former Superintendent of the Carolina Southern Division and Bill's contributions to the James River Division will be sorely missed. A memorial for Bill McMillan appears elsewhere in this issue.

And speaking of aging, some of my own recent health issues have brought to mind that I will not be able to continue this volunteer MER Business Manager position indefinitely. The extent of the Business Manager activities are such that a "phasing" or "training period" for a replacement would probably be appropriate to maintain continuity in the business of the MER.

So... does anyone out there have an interest in assuming the Business Manager activities? Briefly, the position is an appointed one, not elected, and not on the MER Board but participates in most Board meetings. The Business Manager reports to the President and has substantial communication and coordination with the Treasurer and NMRA Headquarters staff.

The major activities include maintaining and distributing membership information and **The Local** subscription files; processing RailPass applications and all monetary payment deposits for MER products, donations, subscriptions and NMRA National membership rebates and providing appropriate spreadsheet analysis of all payments for the Treasurer; posting **The Local** on the MER web site and sending e**Local** alerts.

Most of these activities are only possible with the use of PC software. I make substantial use of spreadsheets as well as support software I developed over the years. Anyone interested in taking on this challenging, but rewarding position, would need to be comfortable in the use of PC software.

Contact me if you have questions or an interest in being considered for the Business Manager position and 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. 

A Series Article: The Revenue Dimension Part 2 of 3

By Mike White
MER Secretary
Potomac Division/HO Scale

CLASSIFICATION AND RATES – INTRODUCTION

The subjects of classification and rates are wide-ranging and complex. No attempt is made here to be comprehensive. I have tried to present sufficient information to provide a general understanding of the processes and how they are related. Those who wish more detailed information must wait for "References and further reading" at the end of this series for a starting point.

CLASSIFICATION

It should be remembered that in the period 1900-1930 and even to 1940, over-the-road trucking still accounted for a very small portion of the interstate freight business and high-weight, high-volume air freight was non-existent. Railroads were the only practical means of moving a large volume of goods long distances. Railroad rates commanded attention because they were an important factor in the prices of most finished goods.

Rail freight publications are of three kinds: classifications, class tariffs, and commodity tariffs.

Commodity	No.
Outfits, Circus	38
Outfits, Chute-the-Chute, Loop-the-Loop, Roller-Coaster, Scenic Railway and Toboggan, K. D. Flat (not including cars)	38
Outfits, Contractors'	38
Outfits, Graders	38
Ovens	35
Ovens, Elevated	36
Ovens, Enameling	36
Ovens for Oil Stoves	35
Ovens, Reel	35
Ovens, Sheet Iron	35
Ovens, Square, Portable	35
Overalls	36
Overgaiters	36
Ox Bows	36
Ox Yokes	36
Oxen	9
Oxide, Anhydrous Sulphurous	36
Oxide, Spent	38
Oxides, Other	36
Oyster Pails, Paper	36
Oyster Pails, Returned	38
Oyster Plants	7
Oyster Shells	15
Oysters	12
Oysters, Canned	12
Oysters, Cove	12
Oysters, Pickled	12
Oysters, Shell	12
Ozone Cabinets	36

Figure 1: An example of the alphabetical list of some of the articles of traffic which distributes them into different classes as a basis for assessing and collecting freight charges.

The freight classification is primarily an indexed schedule of ratings applicable to articles to be transported, and to be used in connection with rate making. It enumerates, in an alphabetical list, all articles of traffic and, as the name implies, merely distributes them into different classes as a basis for assessing and collecting freight charges. See figure 1. It applies, not between specific stations, but over a given territory. Here is an example of a classification of "oysters", in this instance into a "class 12". See figure 2.

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.

How rate classifications are determined is a combination of theoretical and practical cost account-

ing. *The Freight Traffic Redbook* (see “References and Further Reading” in next issue), beginning on page 20, provides an overview of factors considered in determining classifications and rates for those with an interest in studying this further.

In the early years of the 20th century, there were three major classification territories: The Uniform Classification Territory, The Southern Classification Territory, and the Western Classification Territory, each with their own classification system. This rapidly became unwieldy and resulted in the adoption of the Consolidated Freight Classification in 1919, which made the rules and regulations, and the description of products uniform. The Uniform Freight Classification 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
- 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 carloads
- Estimated weights
- Minimum weights
- Allowance in weight – dunnage, preservations, etc.
- Reconsignments
- Advancing charges to shippers and others
- Delivery of freight at destination

The forty-three (43) numbered and detailed rules outlined by this listing occupy 15 two-column pages, in very fine print, in the Station Agent’s Bluebook mentioned in part one of this series (May/June issue). The station agent had to have a working familiarity with them as they were the basis for determining the correct rate(s) for a shipment. He did this by reference to a large volume of constantly updated printed material, which he was responsible for maintaining in the station office

TRANSPORTATION TARIFFS

The Act to Regulate Commerce, which took effect on April 5, 1887, provided that every common carrier shall file with the Interstate Commerce Commission and keep open to the inspection of the public, schedules (which will hereinafter be referred to as “tar-

iffs”) showing all its rates, fares, and charges for the transportation of interstate commerce between stations on its own line and from its own stations to those on the lines of other common carriers with which through joint routes and rates have been established.

The comprehensive set of rules governing the compilation and filing of freight schedules in the early 20th century was Tariff Circular 18-A. Those interested in this subject can find the complete circular in the appendices of *Publication and Filing of Tariffs* (see “References and Further Reading” in next issue).

FREIGHT TARIFFS

Freight tariffs can be thought of as comprising four types:

- Those naming rates
- Those containing rules governing car service and storage
- Those containing switching charges and rules governing the absorption of switching charges
- Special privilege tariffs

FREIGHT RATE TARIFFS

Freight rate tariffs are those that actually name rates. They consist of two kinds:

Local tariffs – those which name rates only between the stations of the road issuing the tariff

Joint tariffs – those which contain rates from stations on the issuing road to those of other roads. Frequently, joint rates apply between, that is, from stations on the foreign roads to those of the issuing carrier, as well as in the opposite direction.

Again, both local and joint tariffs may also be proportional tariffs, that is, tariffs that contain rates to be used in connection with other rates in arriving at through charges. Local, joint, and proportional tariffs may contain rates of the following character:

- Class rates
- Class and commodity rates
- Commodity rates

Class tariffs quote rates according to the classes provided in the classification. These rates are in cents per 100 lbs. and apply between specified stations within the territory in which the particular classification governs. Classifications and class tariffs are complimentary to each other, neither is complete without the other – neither can be used without the other.

The commodity tariff differs in that it quotes the rate on the particular commodity between specified stations without the use of any other publication. Commodities are high-volume, low-value materials such as coal, ore, lumber, grain, etc., ordinarily moved in large volume and handled by the traffic department rather than a station agent. Commodity tariffs are extensively used whenever it is necessary to make exceptionally low rates on particular commodities between given points.

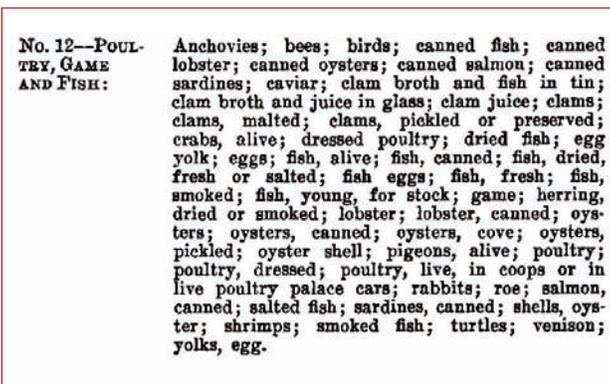


Figure 2: Here is an example of a classification of oysters.

CAR SERVICE AND DEMURRAGE TARIFFS

Where cars are unduly delayed by shippers or consignees in loading or unloading, very properly a charge is made for such delay beyond a reasonable time, generally one dollar per day per car. This type of tariff defines the rules for applying these charges.

SWITCHING AND SWITCHING ABSORPTION TARIFFS

It is a general practice for one carrier to open up certain industries, and sometimes its team tracks, for the delivery or forwarding of freight in connection with other lines. Where this is done charges for this service are contained in switching tariffs

SPECIAL PRIVILEGE TARIFFS

In addition to the actual transportation of freight traffic, the carriers in many cases grant special privileges to the shipper or consignee under which shipments may be stopped in transit for diversion to another point, or they may be stopped in transit for the purpose of furthering or completing the process of manufacture.

These privileges are published in tariffs commonly called special privilege tariffs. They deal with the following types of services:

- Diversion or reconsignment rules
- Grain doors
- Transferring grain through elevators

Transit Arrangements – by far the largest number of special privileges come under the head of transit arrangements. Such arrangements cover the following privileges:

- Cleaning of grain, peas, beans, etc., in transit
- Creosoting lumber in transit
- Fabrication of Iron and steel in transit
- Milling of grain in transit
- Mixing of seed in transit
- Refining of oil in transit
- Shelling of corn in transit
- Smelting of ore in transit
- Storage and reconsignment of freight in transit
- Track grain, that is, reconsignment or diversion of grain in cars held on tracks of the railroad companies.
- Trap or ferry cars
- Icing and refrigeration rules
- Pickup cars
- Pedlar cars
- Weight agreements
- Weighing or reweighing cars at the request of the shipper or consignee

Although the above is concerned with how charges are determined for the movement of freight, there are potential operations ideas contained in this section. Icing reefers and weighing cars are the obvious ones, but, depending on your industries, one or more of the remainder could be incorporated using a little imagination. 📁

The End of a Model Railroad Layout

Article and photographs by E. Winfield Gross
Philadelphia Division/HO Scale

OVER THE YEARS MANY of who attended NMRA and MER conventions and the November model railroad open house months, visited my HO gauge layout in the basement of my house in Paoli, PA. The house was sold in April and the layout is GONE. I have moved in with my sister in Denver, PA. The layout is in at least 300 pieces out in her driveway waiting to be scrapped. See photographs.

Also there are at least three trashcans filled with small items. All my engines, cars and buildings are in many, many, many boxes stored on shelves in my workroom in her house. The only part I

saved is a branch that I called New Branch, which was built as a shelf layout about 12 years ago. I hope I can use it here in the basement. Sometime that is. Also, I salvaged all the new track and switches that I could which were mostly on the new sections of the railroad.

I sort of miss the layout but it was really getting old having been built starting in 1948 and went from there to the present with many changes including switching to DCC in the year 2000. Oh well, as they say out with the old and in with the new. 📁



New Membership Recruitment Program

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

What's covered?

Same as Railpass—receive six issues of **NMRA Magazine**, three issues of **The Local**, eligibility to attend conventions and meets, eligibility to participate in contests.

What's not covered?

Same as Railpass—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.

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 Railpass form) (2) The "recruiter" should

also sign the form, and then forward it to: Fred Miller, MER Business Manager, 333 W. Trade St, Unit #2504, Charlotte, NC 28202-1961. (3) Fred 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 Chattanooga.

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

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

Are there limits on the program?

The MER initially allocated \$2,000 for this program. The Board recently allocated an additional \$1,000 to extend the program to the end of 2012, or when the funds are spent – whichever comes first. When and if we approach either limit, Division Superintendents and members of the MER Board of Directors will be notified. At that time, the program will be evaluated by the MER Board of Directors. If successful, we will try to continue it.

For questions?

Contact Fred Miller, MER Business Manager (mailing address is below, 704-332-1753, tractionfan@aol.com), or John Janosko, MER President (see contact information on page 2). 

National Model Railroad Association (NMRA) Mid-Eastern Region Application for Free "Railpass" Trial Membership

YES, please sign me up for a free six month Railpass 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 national magazine, and **The Local**, the bi-monthly regional newsletter. 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 Railpass 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.

=====
Name: _____

Street Address: _____

City/State/Zip: _____

Phone: (_____) _____

Email: _____

Scale(s): _____ Date of Birth: _____

Signature of Applicant: _____

Signature of Sponsor: _____ (Required)

(A Regional or Divisional officer or board member)

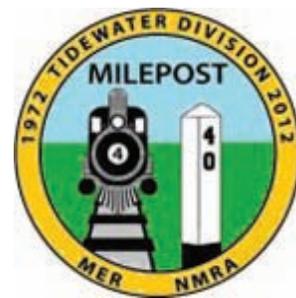
When this form is completed,
mail it to:

**Fred Miller, MMR
MER Business Manager
333 W. Trade St, Unit #2504
Charlotte, NC 28202-1961**

Do **not** mail it directly to MMRA
headquarters in Chattanooga, TN.

=====
Date of form: 1/31/07

Milepost 40 is at the Station!



By: Jim Keiper
Tidewater Division Publicity and Hospitality Chairman

MER'S 2012 FALL CONVENTION has arrived! From Thursday, October 18th through Sunday October 21st, the Tidewater Division will be striving to provide every attendee with a bellyful of Southeast Virginia hospitality, memorable prototype tours, quality clinics, impressive home layout visits, enjoyable operation sessions, and other "railroadish" activities. The Tidewater Division is 40 years old this year, and **Milepost 40** is developing into an event that will be well worth the time and expense to attend! The Tidewater Division is hoping your prototype and modeling appetites will be satisfied by Sunday night. We also hope to provide some hard-to-find items on our White Elephant table.

As stated in previous **Local** articles, this year's Convention will be held overlooking the peaceful Nansemond River at the beautiful Hilton Garden Inn Suffolk Riverfront, right in the middle of downtown Suffolk, Virginia. The nightly room rates are \$89 plus tax, but this rate is only good until September 18th. You can make reservations by calling (757) 925-1300 or by visiting www.suffolk.gardeninn.com. This hotel is the perfect spot because it is the hub of activities taking place outside the hotel. The Inn provides convenient, beautiful, and relaxing accommodations at a reasonable price. For more details, see the "Amenities and Services" Section, <http://hiltongardeninn3.hilton.com/en/hotels/virginia/hilton-garden-inn-suffolk-riverfront-ORFSHGI/about/amenities.html> on their website. The hotel is also located near some of the area's best railfanning spots. Some 40 train movements per day rumble through downtown Suffolk. Norfolk Southern, CSX, and some local operations provide some very interesting photo opportunities.

One of the highlights of **Milepost 40** will be our Keynote Speaker, Jim McClellan, a former Norfolk Southern Vice President and a wonderful communicator. Jim will speak at the Banquet on Saturday night just before the Auction.

CLINICS

Forty clinics listed below have been scheduled to date and further additions are expected. The schedule for these clinics is provided on the convention website at www.nmra-mer-tidewater.org/Convention/convention.html.

Clinician	Clinic Title
Jack Brown	Modeling the Western Maryland Railway
Jack Brown	Recycled Freight Cars
Earl Hackett	Epoxy Casting Techniques
Earl Hackett	Lost Wax Epoxy Casting
Bob Langer	Easy Model Railroad Inventory
Chuck Davis	Uncoupling Magnets
Chuck Davis	Intro to the Lehigh Valley Railroad Operating Session

- Marty McGuirk
 - John Roberts
 - Richard Lind
 - Richard Lind
 - Richard Lind
 - Bob Clegg

 - Bob Clegg

 - Pete Suhmann

 - Eric Dervinis
 - Fred Willis
 - Bill Shaffer
 - Matthew Frass
 - Mark Neiting

 - John Cryderman
 - John Canfield
 - Jerry Kay

 - Bill Hanley
 - Martin Brechbiel
 - Jack Dziadul
 - Tom Sullivan
 - Marshall Carter
 - Vic Bitleris
 - Dick Bronson
 - George Downer
 - Dick Bronson

 - Tom Salmon
 - Ron Baile
 - Tom Broderick
 - Bob Sprague
 - Randy Anderson
 - Bill Shaffer
 - Chuck Davis
- Modeling the Central Vermont
 - Modeling the C&O
 - Making Stone Walls from Styrofoam
 - Super Trees
 - Using the Noch Gras Master
 - DCC for Dummies...and Powered Units Too
 - Railroad Signals: Prototype and Modeling
 - Split Gears...a Quick and Inexpensive Solution
 - Anthracite Coal Mining
 - Sheafe Warehouse
 - The Tennessee Valley Railroad
 - The Army's Railroad
 - Intro to the Chicago Joint Inner Belt Operating Session
 - Intro to the TRMC Operating Session
 - Making Resin Molds
 - G-Gauge Railroading, Indoors and Out!
 - B&O Steam Era Boxcars
 - Contest Judging
 - The Boston & Maine RR
 - How to hold a Successful Op Session
 - Modern MOW equipment in Action
 - Gimme a Brake!
 - Signaling your Layout
 - Modeling with Paper
 - Aspect Based Signaling using JMRI Masts
 - The Late Great Virginian Railway
 - Plaster Structures
 - History of Cranes
 - Trees like you Like Em, Cheap
 - The B&O's Washington County Branch
 - The Tennessee Valley Railroad Museum
 - Adding Sound to Your Layout

OPERATION SESSIONS

There will be three Op Sessions, each costing \$10, on Friday, October 19 as follows:

Lehigh Valley RR at Chuck Davis' home – 9 AM to Noon. This 17' x 19' layout depicts the anthracite coal mining area of Wyoming Valley in Northeast Pennsylvania during the 1950s. Operations are centered around the Lehigh Valley's Coxtan Yard, with switching and interchange centered in the nearby town of Wilkes-Barre. The LV is controlled by a Digitrax IR system (bring your controllers if you have one) and the Jersey Central operator

uses a MRC-20 DC throttle. There are eight operating positions: Dispatcher, Coxton Yardmaster, two Coxton engineers, two mainline engineers, Wilkes-Barre LV switcher, and a CNJ yard and mainline operator. Trains follow sequential operations based on LV and CNJ timetables. Car cards and switch lists generated by Bob Langer's Easy Model Railroad Inventory software are used. Chuck's website – <https://sites.google.com/site/mylvrr> – with linked YouTube videos should help you to familiarize yourself with the layout.

CJIB RR at Mark Nieting's home – 7 to 10 PM. This is an HO Scale 1970s era layout. A 14' x 20' two-level layout with a helix features a peninsula in the center, double-deck mainlines, and two staging yards, a steel mill and numerous industries around the layout. The CJIB is controlled by a Digitrax IR system. Bring your throttles if you have one.

Tidewater Modular Railroad Club (TMRC) – 6 to 7 PM. at the Fairfield Train Junction (FTJ) located in a former ABC Store in Fairfield Shopping Center, 5230 Providence Road, Virginia Beach, Virginia, 23464. Fairfield Train Junction's three railroads, all HO Gauge, are joined and operate together. The largest is the Tidewater Midland Railroad Company (TMRC), which is considered a Class I railroad because of its extensive trackage. The second railroad is the Great Lakes and South Eastern (GLSE) Railroad, which provides access to a port for shipping and brings coal other raw materials to the adjoining railroads. The Tidewater and Albemarle (T&A) Railroad is a short-line railroad that provides connections between the TMRC and the GLSE. Each railroad has its own unique function and customers. All three railroads interchange cars on a very frequent basis. Digitrax is the controlling system. Bring your throttle if you have one. This layout features a spacious facility with plenty of walk-around room.

PROTOTYPE TOURS

Milepost 40 will provide three outstanding prototype tours. The first of the tours is to the Vulcan Materials Company. There is no cost for this tour. We will be carpooling and "convoying" to their site. Vulcan, based in Birmingham, Alabama, is the nation's largest producer of aggregates – primarily crushed stone, sand and gravel – that are used in nearly all forms of construction. It is also a major producer of other road-building materials such as asphalt and ready-mix concrete, and is a leading producer of cement in Florida. Located on the old Virginian mainline to Sewell's Point, Norfolk Southern now uses this line to access this Vulcan Materi-

als and one of its main industries, the Norfolk International Terminals, which is the second prototype tour.

There is a \$35 cost for the **Norfolk International Terminals (NIT)** tour because buses will be required for transport due to strict admittance restrictions. Located in the heart of the Hampton Roads area on 648 acres, NIT is the Port of Virginia's largest terminal. NIT is home to 14 of the largest, most efficient loading cranes in the world. These ZPMC cranes are the only cranes capable of handling the "super ships of tomorrow." With a reach of 245 feet, the cranes will be able to offload ships loaded 27 containers wide. The main channel leading to the terminal allow access to ships with a 50-foot draft, and the Virginia Port Authority has authorization to dredge to 55 feet when needed. NIT has five berths, 14 container cranes, three finger piers, a Roll-On/Roll-Off berth, covered and container storage, and has 89,300 feet of direct rail access, which will soon connect directly to the Commonwealth Railway Project.

The third prototype tour is to **Norfolk's Light Rail ("The Tide") System's Maintenance Facility**. The Norfolk Tide Facility a "light maintenance facility," where rail cars are stored and staff are

able to perform some maintenance inside the building. The facility also houses the Operations Control Center (OCC), where the day-to-day functions of the Tide are staffed. This area is off limits to the public because of safety and security reasons. All staff who work in Rail Operations report from this facility as well. The Norfolk Tide Facility currently services the Tide's 9 cars, but can store up to 13 rail cars.

HOME LAYOUT TOURS

Milepost 40 will feature approximately two-dozen home and club layouts in various scales including O, HO, N, On3, and G. Many layouts feature DCC and/or computer operation, and some will offer an operating session. The layouts cover a large area in Eastern Virginia, but maps and times will be provided in the Layout Tour Book to help attendees plan to reach as many as possible. Various layouts will be open Thursday evening, Friday, Saturday, and Sunday afternoon. All layout tours are self-guided so you are free to visit the layouts that specifically interest you following your own timetable. Study the information below, and use the Layout Tour Book when you arrive to plan your travels. Some layouts that feature operations will offer attendees an extra-fare operating session. See the Operations page of the Convention Website



Diesel on Don Orr's live steam layout.

continued on page 10

for details and go to the Registration page to sign up.

Special Notes:

1. For privacy reasons, contact information, maps and addresses of these layouts will not be posted in this article. This information will be provided in the Layout Tour Book which attendees will receive when they arrive at the Convention.

2. If you wish to visit a layout on Thursday night before you arrive and register at the Convention hotel, please e-mail Home Layout Tour Chairman Bill Miller (ktsdad1994@cox.net) for contact information and directions. Please include your full name and registration number.

3. Check the Registration desk at the Convention hotel for any last-minute changes.

CONTESTS

Milepost 40 will feature both judged and popular-vote contests that are part of all NMRA and MER conventions. There will also be Special Awards including the President’s Award, the Blue Lantern Award, and others (see below). Contests will be located in the Biltmore Room at the hotel. The Contest Room will be open for entry registration on:

- Friday from 9:00 a.m. to 9:00 p.m.
- Saturday from 8:00 a.m. to 9:00 a.m.

Judging will begin promptly at 8:30 AM Saturday and the contest room will close promptly at noon. All Judges must gather for a mandatory meeting with the Contest Chairman and refresher course at 8:30 AM Saturday. Anyone wishing to be an Apprentice Judge will be required to attend the Judging Training Clinic given at the Convention if they have not attended one previously.

Members wishing to display a model can bring it to the Contest Room and, pending available space, we will have a table just for these models. Check with the contest staff when you come by the room or contact Martin Brechbiel at martinwb@verizon.net if you have questions.

For security purposes, please do not bring large purses, shoulder bags or backpacks, camera bags, etc. into the contest room.

All contest items must be picked up and removed from the Contest Room by noon Sunday, October 21.

MODEL CONTEST

Categories:

- Motive Power: Steam
- Motive Power: Diesel
- Traction
- Freight Car (Revenue)
- Caboose/Cabin Car

- Passenger Car
- Non-Revenue
- Structure: On Line
- Structure: Off Line
- On-Line Display (Diorama)
- Off-Line Display (Diorama)

PHOTOGRAPHY

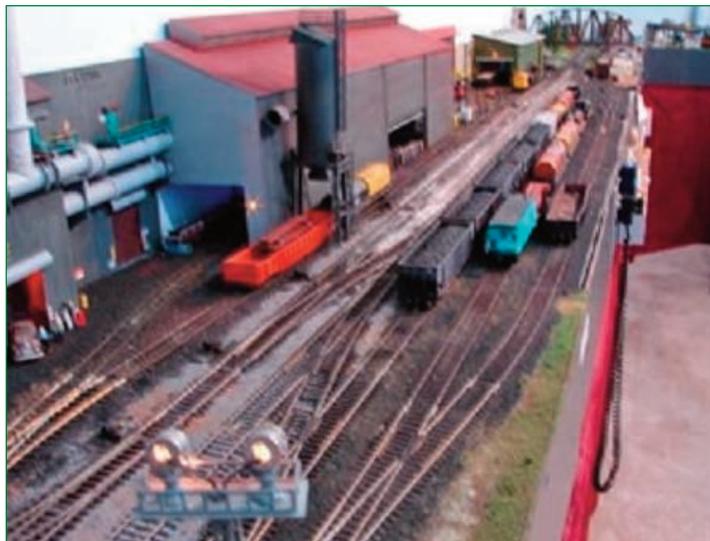
Categories:

Prototype Photos: Steam Related. Images of prototype steam locomotives.

Prototype Photos: Non-Steam. Images of any locomotives, rolling stock, structures, etc., except for steam.

Model Photos: Images of model railroads and related model items.

Artistic Photos: Pictures that have been substantially changed in terms of composition or content through computer modifications or similar processes. Pictures or images that manipulate details or the overall image beyond the capabilities of usual modeling techniques or beyond truthful prototypical reference possibilities fall in this category. It includes images that have had substantial changes made to them, such as cloning, layered images



Mark Neiting’s Chicago Joint Inner Belt Railroad.

and collages. It does not include minor modifications such as contrast, brightness, gamma, cropping and similar minor corrections. Digital or film pictures with these minor corrections may be entered in any of the first three categories, above.

SPECIAL AWARDS

Special Awards are those sponsored by the MER, various Divisions within the Region and private groups:

THE BEST OF SHOW AWARD is given to the model that scores the highest point total in the judged model contest.

THE PRESIDENT’S AWARD for 2012 will be chosen by MER President Janosko and given for a “Water Tower”.

THE CLYDE GERALD AWARD is sponsored by the MER and named for the late Clyde Gerald, former MER Business Manager and long time modeler. It is awarded to the kit-bashed model which scores highest in the judged model contest. Be sure to check the definition of kit-bashed for this award!

THE BLUE LANTERN AWARD is privately sponsored and chosen by long time MER modeler Terry Nesbit and his Narrow Gauge Car Shop. The Blue Lantern is given to a model best representing branch or private line equipment or facilities, which contain no more than forty (40) percent commercial parts. The prize – a genuine railroad lantern – is presented to the winner by Mr. Nesbit.

THE PHILADELPHIA DIVISION MODELER AWARD rewards excellence in model building by first time entrants in the MER judged model contest. The highest score achieved by a new modeler in the contest is worth not only a plaque, but a cash prize of twenty-five dollars!

THE HENRY (BUD) KAISER AWARD, sponsored by the Philadelphia Division, will be awarded to the best-detailed and weathered piece of rolling stock model in the opinion of the judges of the model contest.

THE PRIDE OF DIXIE AWARD, sponsored by the James River Division, this year will be awarded for a still.

THE RAY BILODEAU NARROW GAUGE AWARD is also privately sponsored by a group of narrow gauge modelers, and encourages building models depicting aspects of narrow gauge railroading. The narrow gauge model that scores highest in the model contest is presented a plaque.

THE MA AND PA MODELING AWARD is sponsored by the Ma & Pa Society. The winner is a Maryland and Pennsylvania



Steam engine on Don Orr's live steam layout.

Railroad model, which scores highest in the judged model contest.

THE FAVORITE TRAIN AWARD, sponsored by the Tidewater Division, is a popular vote award and will be included on the Popular Vote ballot. Yes, members who can find their way to the contest room and fill out a ballot get to choose the winner!

For further details on the criteria for all of these awards, please visit the MER website <http://mer.nmra.org/Contest.html>. Click on the names of the Special awards for more information on each award. Or, you can just contact Martin Brechbiel, MER General Contest Chairman, NMRA Contest Manager, directly at martinwb@verizon.net.

As it can be seen, there are some very impressive and interesting activities to make **Milepost 40** one of the conventions to remember. Please visit the Convention website at www.nmra-mer-tidewater.org/Convention/convention.html for more details, schedules, and other valuable information. See you there! 🚂

Annual Tidewater Show and Sale

September 15 & 16, 2012

10 AM – 4 PM

- MODEL RAILROAD EQUIPMENT, SUPPLIES, TOOLS, VIDEOS, BOOKS, PHOTOS, MEMORABILIA, AND TRAIN SETS ON SALE
- OPERATING LAYOUTS IN A VARIETY OF SCALES (N, HO, O, G, LEGO)
- FOOD & BEVERAGES ON SALE
- HOURLY DOOR PRIZES
- OPERATION LIFE SAVER
- LEARN HOW TO MODEL CLINICS
- WHITE ELEPHANT TABLES
- TRAIN DOCTOR
- ALL SCALES TEST TRACK
- TOYS FOR TOTS
- SCOUTS WORK TOWARDS MERIT BADGE IN MODEL RAILROADING

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Hall D
1000 19th Street
Virginia Beach, VA

ADMISSION: \$8.00 For Adults

\$1.00 FROM EVERY PAID ADMISSION
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(With an Adult)

FREE FOR SCOUTS IN UNIFORM
(With their Scoutmaster, or Troop Leaders, or Den Mothers, or Brownie Leaders)

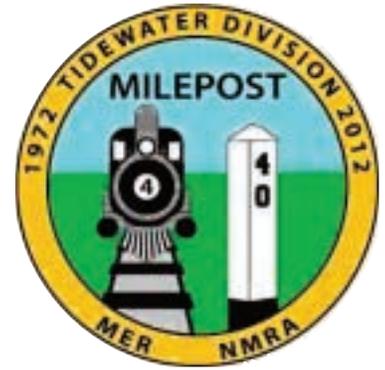
Contact: Leonard Boucher at (757) 420-7879
or email lenboucher@aol.com

Mid-East Region, NMRA Fall Convention

Milepost 40

October 18th to October 21st, 2012

REGISTRATION FORM



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: _____

Email: _____ Telephone: _____

NMRA # _____ Region: _____ Division: _____

DESCRIPTION		COST	#	PAYING
Early Registration (till Sept. 15th 2012, then \$45 Till Oct. 15, 2012)		\$40		
Non-NMRA member extra fee		\$10		
Significant Other		\$15		
Children under 16		\$10		
Banquet Chicken Marasala Saturday Night	402	\$40		
Banquet Broiled Fresh Salmon Saturday Night	403	\$40		
Banquet Grilled New York Strip Saturday Night	404	\$40		
Intermodal Terminals – Friday Morning	201	\$35		
Norfolk Light Rail Maintenance Facility – Friday Morning	202	\$35		
Fort Eustis Army Transportation Museum – Saturday Morning	203	\$ 0		
Virginia Aquarium and Military Aviation Museum – Friday Morning	211	\$23		
Vulcan Materials – Friday Afternoon (for count)	212	\$ 0		
Call Board – Davis HO – Friday Morning	801	\$10		
Call Board – Neiting HO – Friday Evening	802	\$10		
Call Board – TMRC (3 layouts) – Friday Evening	803	\$10		
Norfolk Southern 50' combination door car #1210	701	\$17		
Norfolk Southern 50' combination door car #1240	702	\$17		
Both Norfolk Southern 50' combination door cars	703	\$30		
TOTAL ADVANCE REGISTRATION PAID				
Additional events will be added when their cost is known.				

CONVENTION HOTEL:

Hilton Garden Inn
100 East Constance Road
Suffolk, VA 23434

The convention rate is \$89.00 per room (plus taxes) per night. All hotel registrations must be made directly with the hotel at 757-925-1300 or online at www.suffolk.gardeninn.com. These rates are in effect until 18 September 2012. When registering, specify the **Milepost 40 MER Convention** to get these special rates.

Payment must accompany registration.

Make checks payable to:
MER Fall Convention 2012

Send all registrations to:

MER Fall Convention
P.O. Box 447
Swedesboro, NJ 08085

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

Report From Bob Price MER Archivist/BOD

THE EFFORT TO COLLECT and scan Division newsletters has gone better than expected. I thank all of those who contributed to this effort. Computer CD's with all of the updated scanned documents were recently sent to the Business Manager and VP for back-up purposes. As an additional item to add to the archives, I am now working on collecting past convention booklets. I know of at least one member with a large collection of these and I just need to work out the transportation logistics to start work on them. If any other member has a collection of past convention books they would contribute, please drop me a note and let me know what you have.

I am also looking for someone that could post past and ongoing issues of **The Local** to the MER website. Our Business Manager currently handles this task and he would like to pass this responsibility on to someone else. Anyone interested should have access to and a basic working knowledge of PaintShop, MS Word and MS FrontPage. If you are interested, please let me know (contact info is on page 2). 📧

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 11 – Susquehanna

John Frantz - Association Volunteer

Division 13 – Carolina Piedmont

John Janosko - Golden Spike

John Janosko - Association Volunteer

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.

After awarding four MMR's last year and MER's 1,000th AP certificate, inputs to the AP have slowed down this year. I know it is summer time and lots of other activities vie for our time, but lets hope that the AP activity will again pick up with the changing season. Let me know if I can be of ANY help. Thanks. 📧

Congratulations



on your
Achievement!

Custom HO Scale PRR X29 Shadow Herald Boxcar Express SK2a Version

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NOTICE TO ALL MER MEMBERS ANNUAL MEETING

THE 2012 ANNUAL MEETING of MER members will be held on Sunday morning, October 21st in conjunction with the MER Fall Convention in Suffolk, VA. Exact time and room will be announced at the convention.

Mike White

MER Secretary 📧

SUPPORT YOUR NMRA REGION AND PURCHASE THESE GREAT PRODUCTS FROM MER



COURTESY OF THE FREIGHT YARD

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

MER Cloth Patch



MER Lapel
Pin/Tie Tack

WESTERN MD. N-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
#29290 SOLD OUT	_____	\$10.00	\$14.00	\$_____
#29299	_____	\$10.00	\$14.00	\$_____
Shipping \$2.50 for first car, + \$1.50 for each additional car				\$_____

* Please list your MER or NMRA Membership # _____

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

THE LOCALS** —			
NEW! (all issues 1947–2011) on CD	QUANTITY _____	\$5.00 postpaid	\$_____

** Only available to MER members.

DONATION _____ \$_____

TOTAL AMOUNT ENCLOSED \$_____

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Mail to:
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 MER Merchandise Sales Agent
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 Wilmington, DE 19819-3323

CALLBOARD

Coming Events

Sept 8th. Wade's Train Town monthly open house. Operated by Carolina Southern division members at the Brookford Town Center located at 1700 South Center St in Hickory, NC. 10 AM till 4 PM.

Sept 15th. HO scale Model Railroad Open House and Display at the Northern Virginia Model Railroaders Club. Located in the historic Vienna Depot of the former Washington & Old Dominion Railroad, 231 Dominion Road NE (at Ayr Hill Avenue), Vienna, VA. Hours: 1 PM until 5 PM. Admission is free (donations accepted). The layout depicts the Western North Carolina Railroad (now a portion of the Norfolk Southern) during the period of transition from steam to diesel. For more information visit www.nvmr.org or call (703) 938-5157 (leave message).

Sept 15th & 16th. Tidewater Train Show and Sale. See ad inside issue for more information.

Oct 4th & 5th. Lehigh/Susquehanna Operations Weekend 4. Limited spaces and pre-registration required. For more information visit www.susquehannanmra.org/lsops or contact Jeff Warner at (717) 932-9929 or jwarner@susquehannanmra.org.

Oct 5th – 7th. NC Rail Run. Limited spaces and pre-registration required. For more information visit www.carolinasouthern.org/RailRunMain.htm#register.

Oct 13th. Wade's Train Town monthly open house. Operated by Carolina Southern division members at the Brookford Town Center located at 1700 South Center St in Hickory, NC. 10 AM till 4 PM.

Oct 18th – 21st. MILEPOST 40 in Sufflok, VA. See inside for more information.

Divisions and Clubs tell MER members about your upcoming event!! Send your FREE (limit of 25 words) event listings to the editor (contact information is listed on page 2.) Be sure to include all the specifics for the event: including the date/time, place, cost, a contact person, and a means of getting in touch with him/her (address, phone, e-mail, etc.), and if available a web site for updates or to get more information. Please see the publication deadlines on page 16 to make sure your event is published on time. 

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CP Mandarin Orange
B&O—3 titles
Interstate—2 titles
Virginian—15 titles

Southern cabooses
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RF&P—6 titles
FEC—3 titles



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William Mosteller, P.O. Box 994, Herndon, VA 20172
SASE for list, or see www.greatdecals.com

09/11

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 stevespressrr@yahoo.com, 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. Please include your NMRA number for verification purposes (number will not be published).

FOR SALE:

HO DC Locomotives

Atlas: 1 - S2 Undec. \$40
3 - RSD12 Undec. \$40 each
1 - FP7 PCRR \$40
2 - RS1 Undec. \$50 each
1 - RS11 Conrail \$50 (needs handrail)
2 - SD-35 SCL \$50 each
1 - SD-35 ATSF \$50
1 - SD-35 PRR \$50
1 - SD-35 Undec. \$50

Other: 3 - C424 A.H.M LVRR \$15
2 - C628 MODEL POWER LVRR
SNOWBIRDS \$30 pair
BACHMANN 0-8-0 ATSF \$20

Very good to like new conditon. Shipping included.
Call Dave Voorhees: (610) 738-8372. 

MER Positions Open:

Official Photographer – Duties include shooting all model contest photos, award ceremony/winners, layouts and scenes from around convention. Contact any Director or President for information and to apply.

Business Manager – Maintain and distribute membership information and **The Local** subscription files; process RailPass applications and all monetary payment deposits for MER products, donations, subscriptions and NMRA National membership rebates and providing appropriate spreadsheet analysis of all payments for the Treasurer; post **The Local** on the MER web site and send eLocal alerts. Contact current Business Manager (see contact page 2) for more information and to apply. 

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NMRA # _____ Expire Date _____

Scale _____ Telephone # _____

Make checks payable to the Mid-Eastern Region

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 e-mail within two weeks please resend your submission or contact the editor by phone.

Publication Schedule:	Articles/Callboard items due to Editor by:
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