



Serving the Susquehanna Valley, MER, NMRA, Inc.

Susquehanna Sidetracks



www.trainweb.com/mvmra/nmra11.htm

Susquehanna Division 11 January-March 2000 Vol. 8 No. 1

Ma & Pa's Future Plans

by Alan Frame

The Maryland and Pennsylvania's passenger service was discontinued August 31, 1954 when the mail contract expired. Steam locomotives ceased to run on November 29, 1956. Freight continued to move at its usual slow pace. The railroad's management was looking towards the 21st century as thoughts were on high speed, 100 MPH maximum, transportation.

Rapid movement of large numbers of passengers, along unobstructed right of way, was proposed. A system to transport suburbanites to the big city was needed. Rapid transit, free from surface operation and congestion, is essential for the growth of large cities. The method proposed by Dr. Charles B. Allen of the J. E. Greiner Co., Consulting Engineers, was the MONORAIL.

The possibility of a Maryland and Pennsylvania Railroad monorail system was discussed by President Jack B. Nance on December 11, 1957 at the Maryland Club in Baltimore. Mr. Gordon M. Allen of Baltimore, MD and Mr. Merritt H. Taylor, Jr. of Upper Darby, PA also attended the meeting.

Monorail systems were in use as

early as 1878, covering four miles between the cities of Bradford and Gilmore in Pennsylvania. This was a steam powered system which had the coach straddling the rail. Other early systems included one reputed to run 60 MPH in southern Long Island, NY and an elevated line built in East Cambridge, MA in 1886. The Skyway Monorail was christened at Arrowhead Park in Houston, TX on February 18, 1956. The event was covered by almost every newspaper in the United States as well as the major transportation and trade journals.

The construction cost of the monorail system compared favorably with highway costs. The construction cost, in 1957 dollars, for the monorail system per mile was approximately \$850,000 (double track with rolling equipment). Cost for a freeway was between \$4,000,000 and \$6,000,000. At the time, right of way was thought to be simple to obtain and in the railroad's case, they already had it.

Space needed for the monorail would be 4 foot square for the support columns every 100 feet along the length of the line. The monorail could vary in height from 10 to 50 feet (see Figure 1). The columns would be constructed of steel and
See Ma & Pa, Page 4

Down the Tracks

January 29, 2000: Division 11 Meet at Keystone Model Railroad Historical Society, Inc., 833 West Trindle Road, Mechanicsburg, PA from 9:30 a.m. to 2:00 p.m.

January 29-30, 2000: Great Scale Model Train Show, Cow Palace at Maryland State Fairgrounds, Timonium, MD, 9-4 Sat. & 10-4 Sun.

February 18-20, 2000: Ellicott City Scale Model Railroad Assn. Brass Expo, Eisenhower Inn, Bus. Rt. 15 South, Gettysburg, PA. Fri. 7 p.m.-10:30 p.m.; Sat. 10 a.m.-4 p.m.; Sun. 10 a.m.-noon.

March 25, 2000: Joint Division Meet with New Jersey Division.

April 1-2, 2000: Great Scale Model Train Show, Maryland State Fairgrounds, Timonium, MD.

April 27-30, 2000: "Rails Meet Sails", MER Spring Convention, Portsmouth, VA

May 20, 2000: Division 11 Elections at Division Meet in Ephrata, PA.

June 24-25, 2000: Great Scale Model Train Show, Maryland State Fairgrounds, Timonium, MD.

August 26-27, 2000: Great Scale Model Train Show, Eisenhower Inn, See Tracks, Page 3

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Susquehanna Sidetracks is the official publication of the Susquehanna Division 11 of the Mid-Eastern Region of the National Model Railroad Association, Inc. Dues are \$2.00 per year payable to "Susquehanna Division 11". Remit dues to the Chief Clerk. Dues include subscription to the Division newsletter. Deadlines for submissions to the newsletter are the first day of each quarter: January 1 for Jan-Mar; April 1 for Apr-Jun; July 1 for Jul-Sep; and October 1 for Oct-Dec.

Super's Corner

by Wm. Terry Nesbit

The king is dead ... long live the king!

It is not often when we hear this statement in today's age. However, it is with sad tidings that Arthur J. Landis, Jr. closed his 42 year career as the owner of the *G & L Hobby Shop* of York, PA., as of 27th November 1999.

A welcome to the new owner, who will carry the dual name of *Jerome's Model Railroading* and *G & L Hobby Shop*. Jerome will be at the same location, 1706 West Market Street, York, PA, at 717-843-2520. I ask our division members to stop by, meet the new owner and welcome him into the model railroading community. This is the only full service model railroad shop in the greater York area.

On another note, for those who were at the Columbia Historical Society Model Railroad Club in November, the building which many of us liked is the Fountain Brewery Kit #650-1510, made by SS Limited.

The results of the Mid-Eastern Region's elections for Directors is final. Our division has all three MER Board of Directors. They are: Jim Atkinson of Elizabethtown, Terry Nesbit of Harrisburg, and Don Yingling of York.

Watch out for those trains and have a rail fun day ...

Maryland & Pennsylvania Railroad

Bibliography for sale, 54+ pages listing everything ever written about the railroad for \$10.50.

Looking for Ma & Pa memorabilia.

Paper, photographs, passes, models, newspaper articles, date nails, etc. Will pay cash. Write to Alan Frame 2430 Opal Rd., York, PA 17404



When remitting dues for the national and/or region, please provide photocopies of your current MER and NMRA membership cards, along with your Divisional membership renewal form. Also include the appropriate postage, 33 or 66 cents, with your check. This will help defray the cost of these additional mailings. We must mail the national and regional dues separately. Be sure that all information is correct and complete so dues can be properly credited to you.

Editor's Notes

by Don Yingling

Welcome to the 21st Century. I remember being in elementary and junior high school and talking about the 21st century. It seemed so far off in the future. Black and white TV was the thing and we could not even image what life would be like in the year 2000. Much less video games, computers and music on these shiny little discs. Boy do I feel old. Well, Happy New Year to everyone anyway.

A lot is being planned for the next 2 years in the Division and the Region that put us right in the middle of it. Lots of Division Meets and real close Regional conventions: Frazer, Altoona, and Lancaster, PA. This new century is off to a great start.

In this issue you will find the details of the next MER convention along with a registration form. Please register as early as you can. Many of the tours will sell out early.

Also there is a slate of candidates for office. Division elections are coming up this spring for Superintendent, Asst. Superintendent, and for Clerk/Paymaster. Don't forget to attend the Spring Division 11 Meet and vote.

I have included a second article by Alan Frame on the Ma and Pa. It is about what their future plans were for the railroad, interesting.

Note: There is post script to the article on Ma & Pa steam in the last issue. The Texas State Railroad Museum transferred the locomotive to the Tennessee Valley Railroad, next door to the NMRA headquarters.

Hope to see more of you at the Division Meets and MER Conventions. Later, Don

Susquehanna Division Meet

The next division meet is on January 29, 2000 at the Keystone Model Railroad Society, Inc., 833 West Trindle Road, Mechanicsburg, PA, 717-691-8033, from 9:30 a.m. to 2:00 p.m.

Model contest for the best kit bashed water tank, voting by popular ballot. Judging is available for those who wish to enter any model(s) for AP Awards.

A copy of the video of the former Class M Norfolk and Western 4-8-0

mentioned in the October newsletter will be shown.

A three part clinic on judging under the NMRA model contest rules will be given.

Part 1 of this clinic will be to explain the how's and why's of the various judging procedures.

Part 2 will be to apply the judging matrix to several models on hand for clinic attendees to judge.

Part 3 will be to provide feedback to the clinic attendees judging.

Achievement Program

by Wm. Terry Nesbit

Jim Atkinson has requested to be mt assistant for the NMRA Achievement Program. For those of you who need information, please ask either myself at www.nesbit@ddc.dla.mil or Jim at www.atkinson17022@juno.com.

Welcome to Jim Kellow, MMR, the new Mid-Eastern Region AP Chair. Jim has a web site at www.widow-maker.com/~jkellow/MERAP. This web site contains all of the NMRA AP forms as well as information on those individuals active in the AP Program.

Certificates in progress: Golden Spike for Mike and Brian Reilly of Elizabethtown. The following Golden Spikes are being submitted for South Mountain Division for two of the layouts open during the MER convention at Hagerstown, MD: Brian Wolfe of Blue Ridge Summit and some of the NMRA members who belong to the Waynesboro Model Railroad Club of Waynesboro, PA

The NMRA is in the process of developing a program for "certified judges" for model contests. More on this later as this program develops.

Tracks

US Bus. Rt. 15 South, Gettysburg, PA

August 12, 2000: Joint Division Meet with South Mountain Division at EBT RR.

October 5-8, 2000: MER Fall 2000 Regional Convention, with MCR

and NER in Altoona, PA

November 11, 2000: Open Home Layouts in York, PA

March 29-April 1, 2001: Keystone Junction 2001, MER Spring Convention, Great Valley Sheraton, Frazer, PA

October 5-7, 2001: Fall 2001 MER Convention, Lancaster, PA

Ma & Pa

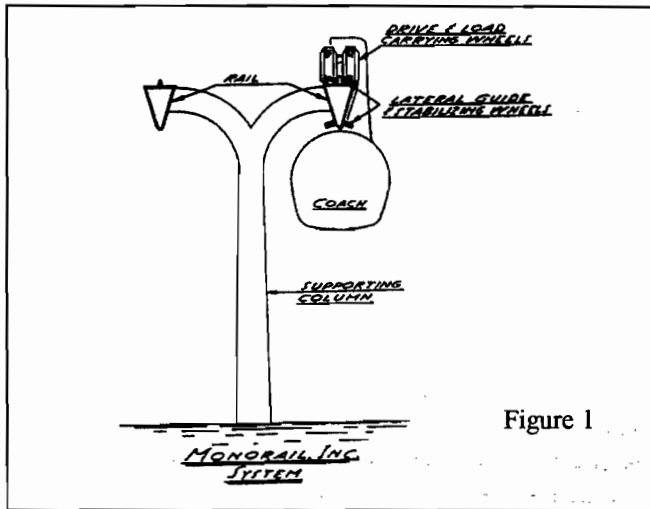


Figure 1

hermetically sealed with a rectangular cross section. Internally stiffened, the single or double track system would be mounted on cantilever arms, curved to give a pleasing appearance, favored along a rural path. Imagine the swift monorail trains suspended over the existing railroad tracks. Daily freight would be moved by diesel power on the ground level. The monorail would move the business person from the suburban home to the city.

The northern hub would be located on the eastern side of the city of York, PA, the north central hub would be in the Red Lion - Dalls-town, PA region. The central hub would be near Delta, PA. The south central hub would be near Bel Air, MD and the southern hub would be on the north east side of Baltimore, MD.

No traffic to worry about on your 20 minute commute from Bel Air or 40 minutes from Delta to Baltimore. It would take only 80 minutes from York to Baltimore, traveling along some of the most picturesque countryside in Pennsylvania and Maryland. The opportunity to live in the country while only minutes away from your office.

The aerodynamically designed passenger coaches would seat 64 in comfort. The first coach was the primary

powered coach. This unit could be used during off-peak periods by itself. The second unit is squared off at both ends, to be used between the first coach and a trailing-end coach. Third is the trailing-end coach which is also powered. These coaches would be arranged depending on the number of passengers riding the line (see figure 2).

The powered units consist of combustion engines which would be equivalent to four 600 volt DC, 100 horsepower traction motors with automatic step controls and dynamic braking. Maintenance facilities could be located at either end of the line or at the central hub. Equipment would be constructed on a modular design for fast replacement of parts to facilitate availability of rolling equipment.

It appears the railroad management was 35 years ahead of its time. The news is that as of December 1992, the Board of Public Works has agreed to spend \$200,000 to help Maryland compete for a futuristic train that will run at speeds of 300 MPH. The construction cost of this line is estimated to be \$20,000,000 a mile. (Twenty times that

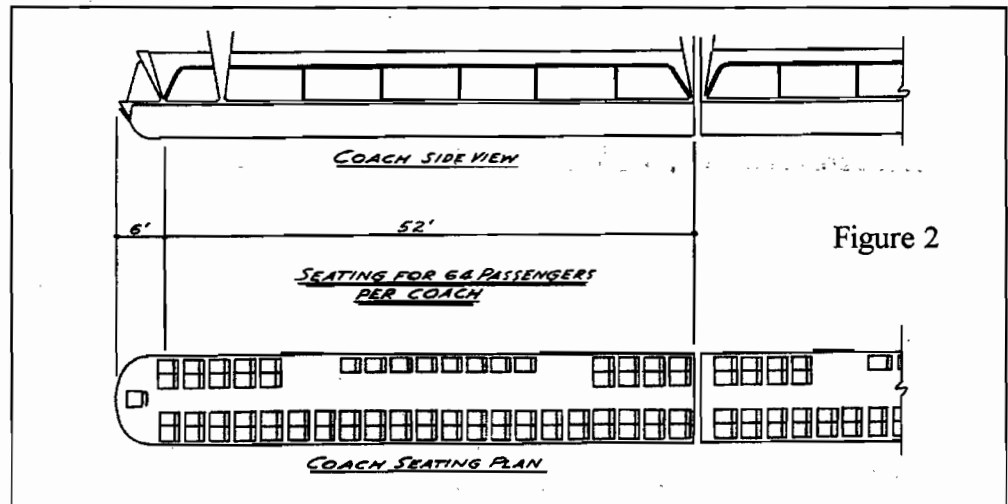


Figure 2

which was estimated for the Ma & Pa to spend.)

As you have read, while the railroad was in the steam age, thoughts were well into the 21st Century.

I don't know of any commercially available models of this monorail system. I do have a few more drawings that were included in the proposal submitted to the railroad. I will be glad to help anyone who wishes to model this line.

If you wish to seek further information on the railroad, join the Maryland and Pennsylvania Railroad Preservation and Historical Society. The address is P.O. Box 224, Spring Grove, PA 17362 or use our web site: www.arrowhead.com/Ma&Pa and for email: ma&pa@arrowweb.com.

Candidates



Brian Brandt

Superintendent

My name is Brian Brandt and I am running for Superintendent of the Susquehanna Division. I have been asst. Super for the past four years. I have been a member of the Division for seven years. I am also a Life Member of the MER. I am 43 years old and married. I am also Secretary/Treasurer of the South Penn Model Railroad Inc. Also past President and Vice-President of the same. I have volunteered to Chair the MER Convention in Lancaster in the fall of 2001. My wife and daughter are also helping with the convention. If elected, I hope to involve more of the youth in our area in the hobby.



Jim Atkinson

Asst. Superintendent

I am running for Assistant Superintendent because I believe in the NMRA and want to help it flourish.

I am 55 and married, with two adult sons. I served in the US Army and

worked thirty years as a Journeyman Machinist. I am presently a full time realtor in central Pennsylvania.

My modeling started in the mid 1950's and I first joined the NMRA in 1960. Family responsibilities intervened after that but I continued my modeling interests. Five years ago, I finally started my long time dream of a large layout and renewed my interests in the NMRA. Since then I have earned the Golden Spike and two AP awards.

In the past, I have served in officer positions in two fire buff organizations and my volunteer fire company. I presently assist Division 11 as Membership Chairman and the MER as a Director and Photo Contest Chairman.

I thoroughly enjoy model railroading and the camaraderie of the NMRA members. I believe in the necessity of the NMRA to help set industry standards and to unite modelers and manufacturers to a common goal. I want to help the process as much as possible.



Paul F. Tice

Clerk/Paymaster

I have been Paymaster of Susquehanna Division since Alan Frame revitalized and reorganized it in 1992. I belong to the NMRA and am a Life Member of MER. I really enjoy taking my family to national and

regional conventions.

I have been a public accountant for almost 30 years. The firm I work for has been in business for 50 years. I am Past Chairman of the Pennsylvania Society of Public Accountants for South Central Pennsylvania and hold an enrollment card to practice before the I.R.S. I have been on the P.S.P.A. Seminar/Education Committee for over 24 years. Because of my professional license, I am bonded by state law.

My wife, Alice, is a substitute teacher for Spring Grove School District. We have 4 children. Michael, age 20, works for an auto parts store in Hanover, PA and goes to auto mechanics school. He models in HO, mainly Rock Island Lines. James, age 18, is a senior at Spring Grove High School and has been accepted at Penn State University. He is my steam railfan. And finally we have twin daughters, Melinda and Joanna, age 7, who love to attend MER conventions and "help Daddy run the trains."

My interest in trains began in Lebanon, PA, where I spent many happy hours watching "Reading" and "CNJ" steam locomotives. When we moved to York, PA, in 1950, I became acquainted with the Western Maryland, PRR, and the little steam passenger trains of the "Ma & Pa." When I left for a four year stint in college, I lived across the street from the mainline of the Rock Island and within 50 miles of the Santa Fe, Missouri Pacific, Katy, and Frisco mainlines.

My others hobbies include fly fishing, RV camping, and playing bass trombone. I am in my 17th year as the only non-student to play with the 20 piece York College Jazz Band and am also a member of the College Pops Orchestra for over twenty years.

Rails Meet Sails

MER Spring Convention – April 27-30, 2000
Hosted by the Tidewater Division of the MER/NMRA
Portsmouth, Virginia

Here's some of what's in store for you at "Rails Meet Sails":

RAIL TOURS

Navy Tour (limited to 92 participants) – Friday, April 28, 8 a.m. to 4:30 p.m. – This all-day tour will begin with the Naval Air Station Oceana, the world's largest Navy master jet base. The first stop will be the Landing Signal Officer School, where officers learn how to land a high-speed jet on the moving deck of an aircraft carrier. Next you'll visit either an F-14 (Tomcat) or F/A-18 (Hornet) squadron, where your hosts will show you're their Maintenance Division and Ready Room. You'll go down the flight line where take-offs and landings occur every 2 minutes.

Assuming you've worked up an appetite watching the jets, the next stop will be a buffet lunch at the Officers Club, which offers much in the way of Naval Aviation history. Outside the O Club, you'll be able to visit History Park, where approximately 20 naval aircraft are on display.

In the afternoon, you'll tour a fleet aircraft carrier at the Norfolk Naval Base, the Navy's Atlantic Fleet headquarters. There are no camera restrictions on this tour.

Ford Assembly Plant Tour (limited to 92 participants) – Friday, April 28, 8 a.m. to 1 p.m. – This tour will take you to Ford's award-winning Norfolk Assembly Plant where F-150 pickup trucks are built. The plant is served by the Norfolk & Portsmouth Belt Line Railroad.

Norfolk Southern/Norfolk International Terminal Tour (limited to 46 participants) Saturday, April 29, 8 a.m. to noon – This 4-hour tour will take you to the Lamberts Point coal loading facility by bus, from which you'll be able to see the rotary coal dumper, coal loader, and engine terminal. You'll be able to depart the bus at Norfolk Southern's Redgate Avenue station to take photographs of NS equipment.

The next stop will be Norfolk International Terminal (NIT), an intermodal facility served by Norfolk Southern. There'll be lots of double stack trains, and you'll see various types of equipment, cargo, and cargo handling operations.

Newport News Rail Tour (limited to 92 participants) – Saturday, April 29, 8 a.m. to noon – This 4-hour tour will take you to Pier IX, which exports petroleum, coke and coal and imports cement. The tour then visits Dominion Terminal Associates (DTA), a ground-storage bulk coal loading facility. Both Pier IX and DTA are served by CSX trains.

NON-RAIL TOURS

MacArthur Center Mall – Friday, April 28, departing 9:30 a.m. – Be a VIP shopper. Our group will travel by river ferry to Norfolk, then catch a free shuttle bus to the region's newest and most upscale shopping center. You will receive a shopping bag and discount coupons for the day. Stores include Nordstrom, Dillard's, Pottery Barn, Restoration Hardware, Sephora fragrances, Rainforest Café, and many, many more. Return by free shuttle bus and river ferry to the hotel.

Rails Meet Sails

MER Spring Convention – April 27-30, 2000
Hosted by the Tidewater Division of the MER/NMRA
Portsmouth, Virginia

Dinner Cruise on the Carrie B – Friday, April 28, 5:30-8:30 p.m. – The Carrie B is an exact replica of a 19th-century Mississippi riverboat. You'll see panoramic views of the nation's oldest shipyard, its first U.S. Naval hospital, and the world's largest naval base. You'll also see a waterside view of Lamberts Point coal piers and intermodal terminals in both Norfolk and Portsmouth.

Walking Tour of Portsmouth's Olde Towne – Saturday, April 29, 9 a.m. to 11 a.m. – Walk through 300 years of history and see the exterior of many restored historic homes. The tour will also include a visit to Hill House, a 4-story English basement dwelling built in the 1820s that contains the original furnishings collected by generations of the same family. Tour Guide Verna Kay will provide insightful information on the architecture and history of many of the homes. Tour will be 1½-2 hours. Wear comfortable shoes. There is a \$2.00 admission to Hill House.

NON-RAIL CLINICS

Culinary Clinic – Thursday, April 27, 7:00-9:30 p.m. – Learn the secrets of a staff chef from Johnson & Wales University at Norfolk College of Culinary Arts. The instructor will create a dish the audience will enjoy seeing prepared and eating.

Virginia Sampler Gift Basket Clinic and Tasting – Friday afternoon, April 28 – Learn how to make attractive individualized gift baskets, as demonstrated by Virginia Sampler staff, while enjoying the best of Virginia food products throughout the clinic.

Foundation Piecing Clinic – Friday, April 28, 9:00-10:00 p.m. – If you can sew a straight stitch on a line, you have all you need to make foundation pieced patchwork. In this clinic, you will choose a pattern and sew squares of fabric onto a foundation. No need to worry about seam allowances or shapes; they are taken care of after the fabric is sewn in place. Once you've done two or three seams, you'll be able to foundation piece even large quilts or small items – they are all done the same!

You'll need to bring your own scissors, but patterns, fabric, needle and other supplies will be provided by Instructor Verna Kay.

PORTSMOUTH ATTRACTIONS (On Your Own)

Children's Museum of Virginia – The largest museum of its kind in the state, with more than 80 hands-on exhibits for children and adults. The museum, which draws more than a quarter million visitors each year, also features a \$1million antique toy and model train collection, as well as a state-of-the-art planetarium.

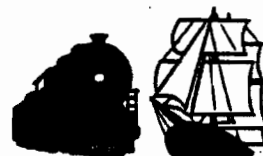
Naval Shipyard Museum – At the foot of High Street, you'll find artifacts depicting the city's rich history in this museum. And where London Street meets the waterfront, get a glimpse of how turn-of-the-century mariners lived and worked by visiting the **Lightship Museum** – a lightship commissioned in 1915 and restored to its original condition.

Convention Registration Form

Rails Meet Sails – April 27-30, 2000

Name of Primary Registrant: _____
 Address: _____ N.M.R.A. Number: _____
 City/State/Zip+4: _____ M.E.R. Number: _____

- Early Full Registration (before 2/1/2000)\$30.00 x _____ = \$ _____
- Early (non-NMRA member).....\$45.00 x _____ = \$ _____
- Full Registration (after 2/1/2000).....\$35.00 x _____ = \$ _____
- Full Registration (non-NMRA member)\$50.00 x _____ = \$ _____



- Name of Spouse: _____ Spouse.....\$10.00 = \$ _____
 Children (under 18)..... \$5.00 x _____ = \$ _____
 Children (18 and over)\$10.00 x _____ = \$ _____
 Ford Plant Tour (Friday).....\$10.00 x _____ = \$ _____
 Navy Tour (all day Friday, includes lunch).....\$32.00 x _____ = \$ _____
 Norfolk Southern/Norfolk Int'l Terminal Tour (Sat.)\$10.00 x _____ = \$ _____
 Newport News Coal Piers Tour (Saturday).....\$10.00 x _____ = \$ _____
 Friday Layout Tour.....\$10.00 x _____ = \$ _____
 Saturday Layout Tour.....\$10.00 x _____ = \$ _____
 Walking Tour of Olde Towne (Saturday)..... \$2.00 x _____ = \$ _____
 Cooking Clinic.....\$17.00 x _____ = \$ _____
 Craft Clinic.....\$7.00 x _____ = \$ _____
 Gift Basket-making/Va. Food Sampler Clinic..... \$3.00 x _____ = \$ _____
 Harbor Dinner Cruise (Friday).....\$30.00 x _____ = \$ _____

RAILS MEET SAILS
 (limited to 92 people)
 (limited to 92 people)
 (limited to 46 people)
 (limited to 92 people)
 (limited to 30 people)
 (limited to 30 people)

- Banquet (Saturday)**
 Meal #1: Roast Round of Beef Au Jus Meal #2: Chicken Marsala
 Number of Meal #1 ordered x \$25.00 = \$ _____
 Number of Meal #2 ordered x \$25.00 = \$ _____
 Total Amount Enclosed = \$ _____

Convention cancellations must be received by April 15, 2000 for a full refund of registration/banquet fees.

Make checks payable to: *"Rails Meet Sails"*
 Mail registration form and payment to: *Jim Kellow, 104 Elizabeth Page, Williamsburg, VA 23185*

Cut Here

Hotel Registration Form:

N.M.R.A. Mid-Eastern Region Spring Convention

Send this portion of form to:

Holiday Inn – Olde Towne
 8 Crawford Parkway,
 Portsmouth, VA 23704
 Phone (757) 393-2573 or 1-800-456-2811

Special Group Rates:

- \$65.00 single occupancy
- \$65.00 double occupancy
- \$75.00 triple occupancy
- \$85.00 quadruple occupancy
- 11% state and local tax not included

Standard Accommodations – Circle One:

- King Bed
- King Bed or Two Double Beds
- Two Double Beds
- Two Double Beds

*** Please Note: If sharing rooms, only one (1) reservation form is required.***

Reservation Name: (First) _____ (Last) _____
 Sharing with: (First) _____ (Last) _____
 Total number of persons to occupy room: _____
 Arrival Date: _____ Departure Date: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Telephone Number: Day () _____ Evening () _____
 Guarantee: I have enclosed a check in the amount of _____
 Credit Card # _____ Exp. _____
 Special requests: (e.g., smoking, non-smoking, etc.) _____