



Susquehanna Sidetracks

Official Newsletter of the Susquehanna Division
Mid-Eastern Region, National Model Railroad
Association

May, 2013

Volume 21 Number 3

From the Superintendent's Desk

Schedules

Greetings!

Spring has arrived and the competition between outside activities and our basement modeling projects begins. Hopefully we'll all be able to achieve a good balance between both and keep alive the fun and relaxation that model railroading offers.

We had an excellent April 20 event that included four outstanding clinics, several top quality models on display, and four great local model railroads to visit. If you did not attend you missed out on an excellent model railroad day. Although attendance was less than desired we hope it was not for lack of interest but more the draw of pent-up outside yard work. Forty modelers from as far away as NJ attended and all thoroughly enjoyed the superb Masonic Village meeting facility. And here is some really great news about the event - we received four new Rail Pass membership applications – that was 10% of those in attendance. Our new members are Robert Wilkinson, John Sweeney, Rich Sauerwine, and Robert Morgan – we all welcome you aboard!

Our next Division Event will be held on May 19 in Altoona. We realize it may be a long drive for many of you but hopefully you'll enjoy the great PA scenery that will make the trek worth your effort. This western gathering will be hosted by the Altoona Association of Model Railroaders (AAMR) Club, and it is a very special event for two reasons: 1) it will be our first Blair County event in recent time (our 2nd most distant western county), and 2) it will be our first joint Div meet with the Keystone Div of the Mid-Central Region. Spring will be in full bloom throughout the spectacular Allegheny Mountains where Mother Nature promises to make it a rewarding drive. So mark your calendar now for what promises to be an enjoyable model railroading day. More details about the Altoona Model Railroaders Day and driving instructions to the AAMR Club are presented in an article beginning on page 5. If you have questions, call Forrest Lucas, our Event Manager, at 814-255-3826, or myself at 717-877-1810.

NMRA National Convention

Atlanta, GA
July 14th to July 20th, 2013

LSOP-5

October 4th to October 5th, 2013

MER Convention

Rockville, MD
October 10th to October 13th, 2013

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See **Super's Desk** on page 2

Banner photo courtesy of Christopher Muller,
<http://www.steamphotos.com/>

Susquehanna Sidetracks

Official Newsletter of the Susquehanna Division
Mid-Eastern Region, NMRA
467 Lovell Court
Hummelstown, PA 17036

Contributing to Susquehanna Sidetracks

Sidetracks welcomes contributions from Division membership. Letters, articles, photos and other items may be mailed or emailed to the Superintendent at the address listed above. Please include return postage if you would like materials returned. Deadline for submission for the next issue is 4-26-13

Board of Directors 2012-2013

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Sidetracks Editor

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Membership Information

Online newsletter is always available at Susquehanna Division website.

www.susquehannamra.org

National Model Railroad Association
4121 Cromwell Road
Chattanooga, TN 37421-2119

www.nmra.org

We urgently need a volunteer to be our Advertising Committee Chairman. To do the job right we need someone with good computer graphic skills who can design creative advertising flyers for distribution to the many hobby shops and other related retailers throughout our 33-county division. Just about anyone can type a list of bullets about an event, but it takes a special skill to do it with style that will catch the attention of model railroad shoppers. This is certainly a set-your-own-pace position that requires very little time. After May 19, we only have three firm and two possible events remaining this year. In 2014 we expect to hold six to nine events. So figuring nine events next year and a max of two evenings to prepare an ad, that equates to no more than an evening and a half per month next year – a small expenditure of time for a job that can significantly improve attendance at our gatherings. So if you have the skills and desire to help your fellow members with very little time involved please call me and we'll make it so.

We also will begin developing our 2014 program in late Aug and have it completed by mid-Nov. If you would like to be part of that planning process or have suggestions for what you would like us to present next year please contact me.

Our bi-annual Board of Directors (BOD) elections are planned for June where we will elect three members for a two year term running from July 1, 2013, to June 30, 2015. Also, a minor By-Laws change that requires membership approval will be included in the election process. To be a Director you must be a member of the NMRA, reside in the Susquehanna Div, and be at least 21 years old. Most all division business is conducted by email; however, we will hold two annual in-person BOD meetings – one in late August and the other in early December where all BOD members are requested to attend. You may nominate yourself or another division member; however, as a courtesy to that person, please make sure they agree to being nominated. If you wish to be a Director or desire to nominate a willing member, please contact me by phone at 717-877-1810, or by email at: bschmitt@susquehannamra.org.

This is an excellent opportunity for you to have a direct say in how your division is managed, and it does not require a great deal of your valuable free time. Hopefully I will receive more than three candidates which will then require each candidate to prepare a short bio-sketch of under 200 words. Those sketches along with voting instructions will be included in a Susquehanna Express newsletter devoted to the vote.

See **Super's Desk** on page 3

Susquehanna Sidetracks

Official Newsletter of the Susquehanna
Division, NMRA

From **Super's Desk** on page 2

The election schedule is:

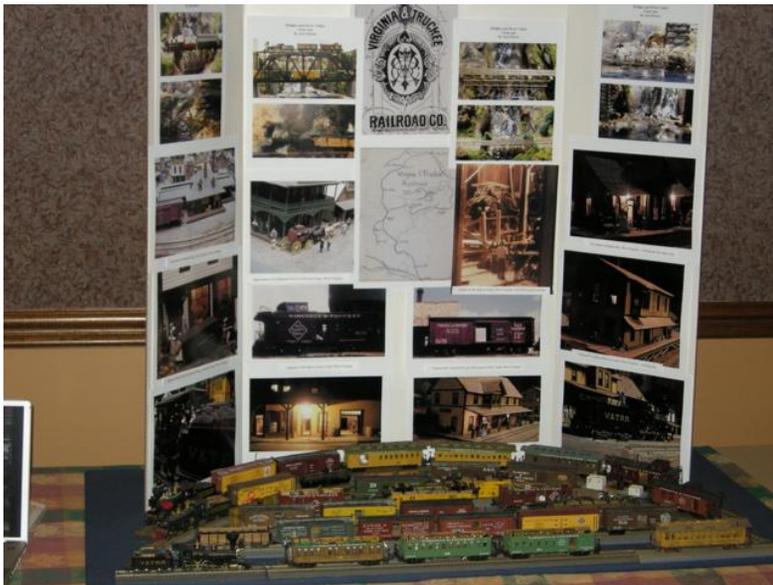
- e-mail or call me that you want to be a BOD candidate May 22
- Bio-sketches due to me (if required) May 27
- Voting instructions sent via Susquehanna Express June 5
- Ballots due back to Paul Tice – Chief Clerk June 24
- Vote announced via email/postcard June 28

I look forward to many of you expressing interest in running for a BOD position and hope to see several of you at our May 19 Altoona gathering!



June 5

Models by Jody Gontero



Display by Joel Moore

Photos this page by Ron Parisi



Discussing the finer points of modeling...

From the Editor's Desk

Ron Smith

Hello everyone,

Spring has sprung and I hope all of you made progress on your layouts over the winter. I added track to the last unfinished / un-senicked industrial area on my layout and have started kit-bashing the background structures that will be needed to flesh out the scene. Now that warmer weather is here, I hope to spend a bit more time at my workbench working on structures and rolling stock. My workbench is in an unheated garage, which limits the amount of work that I get done in the winter. Elsewhere in this issue you will see the results of a winter-time railfan trip I took a few weeks ago.

As you read in Barry's column, we had a successful Division Meet in Elizabethtown on April 20th. There were 38 Division member and guests in attendance and it was a pleasure to say hello to those folks that I was meeting for the first time. All four clinics were informative and entertaining and I thank the clinicians for volunteering their time for the good of the group.

The next Division meeting will be in Altoona on Sunday May 19th. I encourage you to attend if you can fit it into your schedule. This event will be the first one in this part of our territory in quite some time.

As always, I am looking for feedback on *Sidetracks* and our mini-version, *The Express*. We'd like you to tell us about your layout too. Please send in your photos of op sessions you've attended, modeling projects you've been working on, and your tips and techniques.

Also, if your club or group has an event planned, please let us know so we can include it in our Upcoming Events column.

My contact information is

rsmith@susquehannanmra.org

I'm looking forward to hearing from you.

Ron

Free Railpass Trial Membership Sponsored by the MER

Do you know a modeler who needs a nudge to take the next step to become more involved in this wonderful hobby? The trial membership program may be just what is needed to further a modeler's development, skills and interest.

Here is a brief summary of this program:

The NMRA began a 6 month 'Railpass' trial membership program which costs the applicant \$9.95. The Mid-Eastern Region (MER) has built on this program by paying the \$9.95 Railpass fee for applicants residing in the MER. In other words, the MER is furnishing a free 6 month NMRA membership to encourage the recruitment of new members.

Railpass applicants will receive 6 issues of the NMRA Magazine, 3 issues of the Local, eligibility to attend conventions and meets and to participate in contests. Railpass applicants cannot vote or hold office, and will not receive the New Member Pak from national. Anyone living within the MER who has not been an NMRA member during the past 2 years can use this program.

The prospective member fills out the free MER Railpass membership application form shown on page 6 of this issue (not the standard NMRA Railpass form), includes a sponsor signature, and it is forwarded to Bob Price at the address listed on the form. Do not send this to the NMRA headquarters in Chattanooga, TN; the MER will forward the application to the NMRA with the payment.

MAY 19 ALTOONA MODEL RAILROADERS DAY

Head West to Altoona on May 19 and enjoy a full day devoted to model railroading fun! The Altoona Association of Model Railroaders (AAMR) Club will sponsor this first ever joint Division meet between our Susquehanna Division and the Keystone Division of the Mid-Central Region. Activities begin at 10:15 AM and last until approximately 4:30 PM. After the morning clinics attendees are free to partake in five afternoon activities. You can decide to join your fellow attendees at a group lunch at a local eatery or find lunch on your own. Directions to the AAMR Club site from the North, South and West are presented on pages 6 and 7. Also, maps to four of the five afternoon events will be provided at the end of the morning clinics.

The morning activities at the AAMR Club building are:

10:15 – 10:30: Welcome and general introductions.

10:30 – 11:25: Clinic - Making Trees to Cover Large Layout Areas.

11:30 – 12:25: Clinic – Installing a DCC decoder in a diesel locomotive.

12:30 – 12:45: Wrap-up and handout maps to afternoon activities.

Following the morning clinics attendees will have a choice of staying at the club for meetings, visiting the club layout, find lunch on your own, or chose a group lunch where arrangements have been made at Kings family restaurant just 5-minutes away at 3001 6th Ave where 6th and 7th Avenues meet. Cost of lunch is an individual responsibility.

Afternoon activities include:

Re-visit the **AAMR Club Layout**. The Keystone Div will meet at the AAMR Club meeting room at approximately 2:00 PM.

The **Altoona Railroaders Museum** will offer a reduced entrance fee of \$8.32. The museum is dedicated to revealing, interpreting, communicating, and celebrating the significant contributions of Railroaders and their families to American life and industry.

We anticipate the first group tour will begin before 2:00 PM and probably another after that tour ends if there is enough interest. However, you are free to explore the museum at your own pace. Allow at least one hour to explore the exhibits, but one could easily spend several hours to see it all.

The **Horseshoe Curve Park** will also be open for your visit. Besides being a top railfan location it also has a Visitor Center that contains historical artifacts and memorabilia relating to the site and also includes a large relief map of the Altoona to Johnstown area.

The **Alto Model Toy Train Museum** will be open for your viewing. It is located inside the Antique Depot in Duncansville. Several layouts are on display featuring various model railroad scales and include Tinplate, Lionel, American Flyer, and various structures.

The **Shadow Canyon Model Railroad** owned by Paul Geigermeir will be open to those of you traveling west on US 22 or don't mind driving 40 minutes or so west to Ebensburg. Paul's very scenic layout will be open from mid-afternoon until 5:00 PM. The layout features four operating main lines, has very realistic scenery, can run both DC and DCC, has many scratch built and very detailed rolling stock, and includes an exceptional collection of hard to find locomotives.

So it's time to mark your calendar for this great model railroading outing. We look forward to this being the first joint gathering between our two divisions and will lay the groundwork for many more in the future. We hope to see you there!

Directions

May 19th

DIRECTIONS TO ALTOONA MODEL RAILROADERS DAY EVENT

MAY 19, 2013

2930 South 10th Ave, Altoona PA 16601

Traveling to Altoona from the North via I-99:

Follow I-99 South, take Exit 31 on right, and turn right onto Plank Road. Then follow map on the following page.

Traveling to Altoona from the South via I-99:

Follow I-99 North, take I-99 Exit 31 on right, and turn left at the traffic light onto Plank Road. Then follow map on the following page.

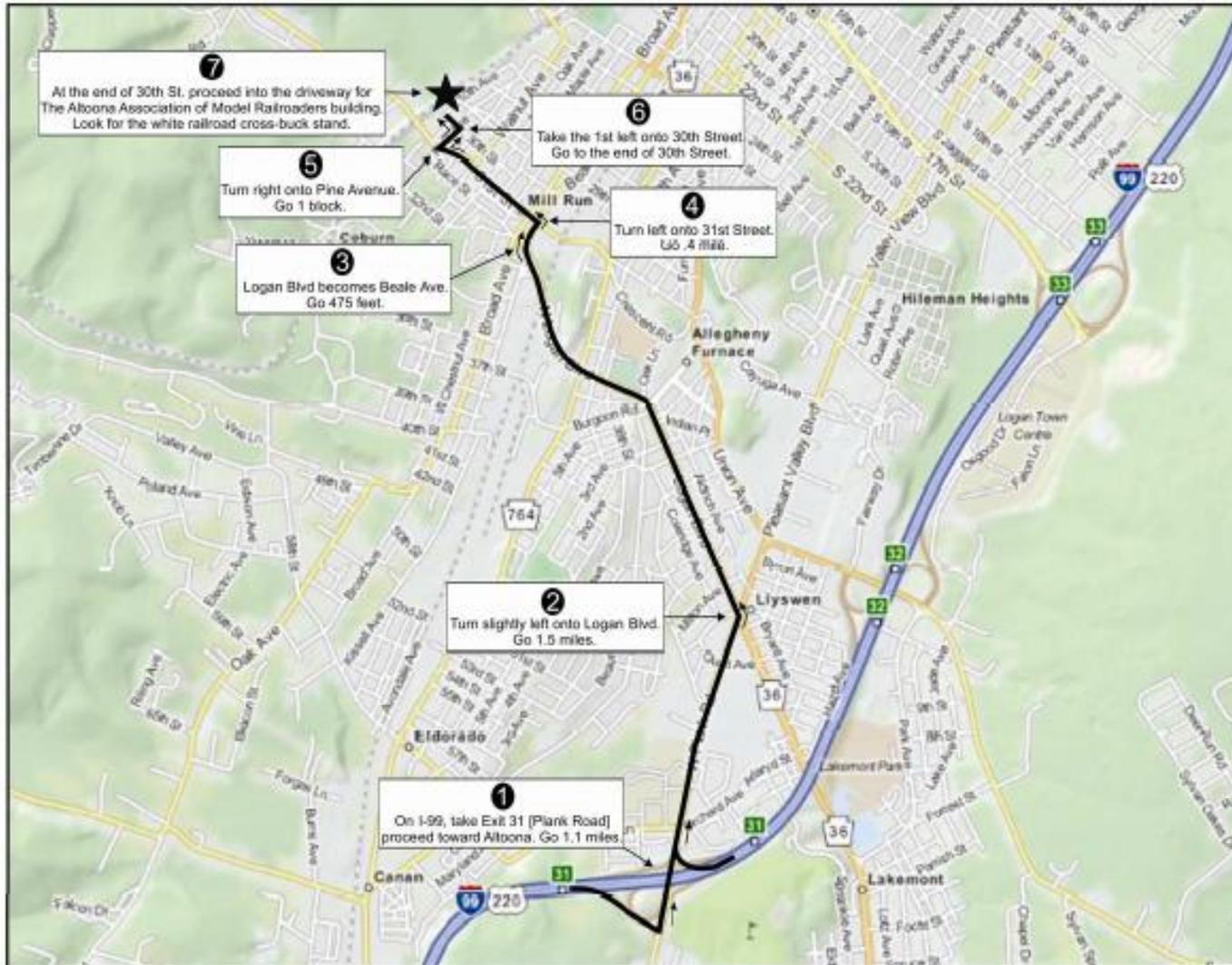
Traveling to Altoona from the West via US 22:

Follow US 22 East, exit left (A LEFT EXIT) onto I-99 North, take I-99 Exit 31 on right, and turn left at the traffic light onto Plank Road. Then follow map on the following page.

For Directions Assistance - call Forrest Lucas at 814-243-0457

See map on following page

Map to May 19th Altoona Meet



Susquehanna Sidetracks

Official Newsletter of the Susquehanna
Division, NMRA

Upcoming Events – In or Near Our Division

Mark your calendars for these upcoming activities!!

May 4, 2013
New Jersey Division Meet
Jackson, NJ
www.njdivnmra.org

May 5, 2013
Conrail Historical Society
Spring Rail-B-Q
Newport PA

The event will start at about 10am and run until dark. The RBQ is open to all, not just CRHS members and the food and drink is free, although donations are appreciated.
www.thecrhs.org

May 17-19, 2013
Pennsylvania RR T&H Society
Annual Meeting
Strasburg PA
You must be a member of the PRRTHS to attend this event.

May 18-19, 2013
Mechanicsburg Model Railroad Club
Open House
Mechanicsburg PA

The Mechanicsburg Model RR Club will be hosting an Open House. They are located on Trindle Road in Mechanicsburg PA.

May 19, 2013
Susquehanna Division Meet
Altoona PA
See page 5!!

May 25-27, 2013
Horseshoe Curve Special
Ft Wayne Railroad Historical Society
www.fwrhs.org

The Fort Wayne Railroad Historical Society is offering 3 round trips from Lewistown PA to Horseshoe Curve May 25, 26 and 27. Please see their website for more details.

June 15, 2013
Tidewater Division Meet
Ft Eustis Army Transportation Museum

July 7-14, 2013
NMRA National Convention
“Peachtree Express”
Atlanta GA
This year’s National should be another great event! Check out all the info on the NMRA website and in *NMRA Magazine*.

August 23-25, 2013
N-Scale Weekend
Bedford PA
A destination for N-Scalers from all over the northeast. N-Trak and T-Trak layouts, dealer tables. \$4 general admission.
www.n-scaleweekend.com

LSOP5 is coming.

What is an LSOP? It is the 5th year of a joint cooperative venture between the NMRA Op Sig <http://www.opsig.org/index.shtml> and the Susquehanna Division. This is a two day operation marathon. The Lehigh

Susquehanna Operations weekend number 5 offers the chance to operate on 3 layouts in either the Lehigh (Allentown) area or Susquehanna (Harrisburg) area.

Are you interested in Operations? From Novice to Experienced these layouts will keep you busy and challenged. Never operated? No worries; all the layouts can supply a regular operating crew member to go along for the ride to pilot you. Interested? Please visit the web site
<http://www.susquehannamra.org/LSOP/LSOP5/default.htm>
for much more information.

You will find information on all of the layouts, links to their web pages and registration information. Did I mention the cost? There is no cost to register or operate! Your sleeping and eating arrangements will be up to you, but we have blocks of rooms available in both locals if you need them. As I write this, it is the last days of April and the Lehigh area layouts have half the available slots filled. So get your registration in for a tremendous operations weekend!

If you have questions or are looking for more information than what is on the website, please contact me.

Wayne Betty, your Division 11 Assistant Superintendent at
wsb@susquehannamra.net

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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)

=====

Date of form: 2/1/2013

MARCH—APRIL 2013

6

The Local/MID-EASTERN REGION/NMRA

Yeagertown and Control Panels

In my last installment I provided an introduction to my model railroad, which features the Milroy Secondary running out of Lewistown. Yeagertown lies 3-4 miles up the line, immediately following Burnham. The huge Standard Steel plant has its address in Burnham, but the railroad serves it from Yeagertown.

Yeagertown is a rocking busy place. Besides the main track, there is a second track running the entire length of Burnham/Yeagertown and at Yeagertown the right-of-way widens to a third track. There are a number of crossovers to allow a myriad of runarounds as crews work the plant. If you didn't know better, you'd think it was an interlocking plant!

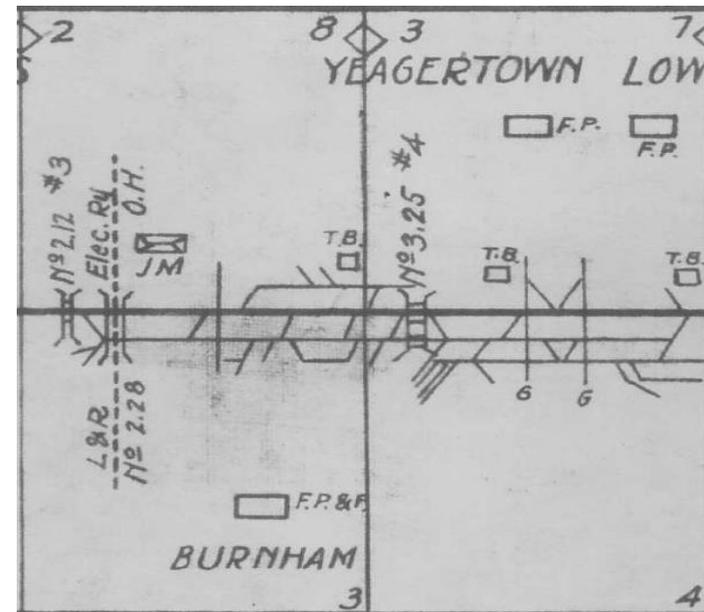
The Pennsy crews deal mostly with the four main leads into the plant. "The Standard" has its own internal switchers for moving cars around within the plant. I'm told that during the 1950s the plant exchanged around 30 cars a day. The plant is fed by scrap metal arriving in gondolas. The electric furnaces melt the processed scrap into fresh steel for the creation of railroad wheels, axles, and related products. Finished product would leave in (specifically) wood-floored gondolas or box cars. The plant would handle any number of other box cars, tank cars, etc., for materials and supplies.

There are a few other spurs that went into internal and external sites related to the plant, but most were no longer in use by the 1950s. I have maintained one specifically for the delivery of scrap in gondolas.

On the north side of the tracks there are two sidings under the ownership of J.M. Yeager. The Yeager family operated a prominent mill just uphill from the railroad. The government was forcing mills to "cut" their flour during the war and Yeager refused to do it. The government shut down their milling efforts as a result. The Yeager's then entered the construction materials business via its two sidings. I found much of this documented online in the Library of Congress.

I'm also told that the locals operating further up the branch would often use the siding at Yeagertown as a "layover" point for cars not needing to make the complete 11 mile trip up the branch. They would pick these cars up on the way back to Lewistown later in the shift.

I've been able to faithfully reproduce the trackage as it appeared in the 1950s (see the valuation maps), though somewhat compressed.



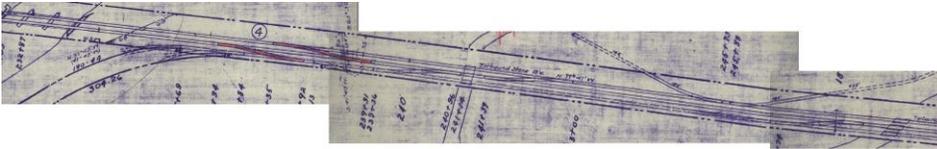
2-1

This extract from the 1919 track chart of the Milroy Branch shows both Burnham and Yeagertown, with the bridge over the Kishacoquillas Creek separating the two. The leads to the Standard Steel plant are at lower left in Yeagertown.

All of the turnouts on my model railroad will be powered. I plan to add "operating" switch stands which will indicate the correct aspect per the alignment of the switch. To add this scenic detail as close to scale as possible, they will be very fragile. Rix makes an operating switch stand that I think will meet my needs, though I will have to manufacture PRR-prototype targets.

Modeling in the Susquehanna Division: Building the PRR Middle Division Part 2

By Jerry Britton



2-2a,b,c

These extracts from valuation maps (corrected to the 1950s) show the trackage, to scale, through Yeagertown.

I attached Tortoise machines to the underside of the benchwork using Liquid Nails for Projects. This beats the heck out of painstakingly attaching them with screws and hoping to have the correct alignment. With Liquid Nails, the switch machine will stick to the plywood and allow you to make subtle changes before it sets. I've never had one release unexpectedly, but a little pressure with a screwdriver allows you to cleanly remove them later, if needed.

A pet peeve of mine is soldering wires to the Tortoise under the layout. Even though they can be prepped on a workbench, maintenance can be a pain. I opted to pay a few bucks for card edge connectors that fit the Tortoises. Bought in bulk, they aren't that expensive given the convenience they provide.

I bought a 500' spool of CAT-5 network cable, which has four pairs of wires. One pair provides turnout power from the panel switch; another other carries frog power.

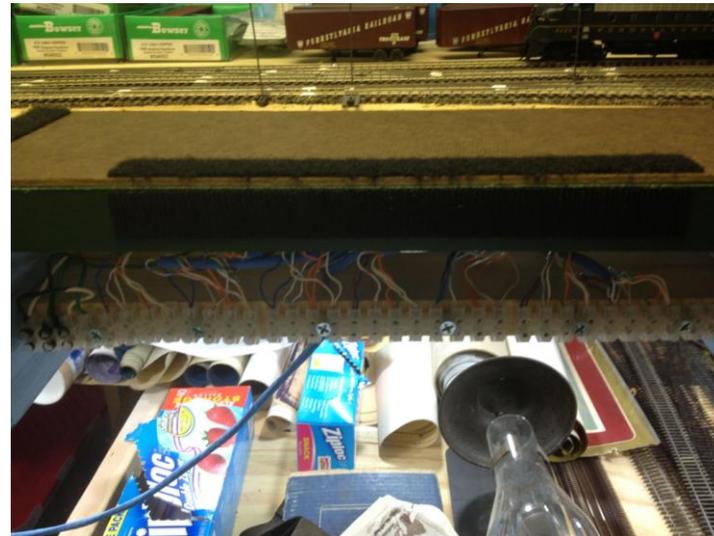
With the card edge connector at the turnout end, I terminated the other ends at the panel location on a European-style barrier strip. Bought individually at an electronics store, these can run several dollars each. On eBay I was able to purchase 10-packs for under \$13. They came from Hong Kong, but the seller had a near perfect rating. I received them in a bit over a week.

Initially planning to embed the toggle switches right onto the track diagram, I changed tactics and located them all across the bottom edge of the panel.



2-3

Card edge connectors simplify the wiring of hard-to-reach switch machines.



2-4

Barrier strips terminate the cables to the switch machines. The opposite side of the barrier strip provides connectivity to the control panel toggle switches and allow quick and easy change of polarity during setup.

Modeling in the Susquehanna Division: Building the PRR Middle Division Part 2

By Jerry Britton

I also opted to make the normal position for all toggles “down”. This allows an operator to easily “normalize” a switching area without having to look at the diagram or actual track.

Speaking of toggles... I also snagged these on eBay, this time from China. Again, a good seller rating and I got them quickly. I found 100-packs of mini-DPDT toggles for only \$32!



2-5

The Yeagertown East control panel. The diagram clearly shows the “normal” position for each switch, the names of the sidings, the track numbers, and the locations of telephone booths.

For the control panel diagrams, I used the PanelPro component of JMRI (Java Model Railroad Interface), which is a free, open-source software program. It has an extensive library of track schematic components and it made for a very clean panel diagram which shows the names of sidings, track and switch numbers, locations of stations and telephone booths, etc. The jury is out until my first operating session – perhaps later this year – but I think they will be well received.

Yeagertown is fully powered and ready for use. The backdrop is done (computer printed) and rough scenery is being developed.



2-6

Compare this overhead of my track work against the valuation map.



2-7

Current view of the Yeagertown area.

Next installment: Mann's Narrows and My Take on SuperTrees.

Jerry Britton

You can read more about the model railroad and its progress at its blog, *Middle Division Musings*, at <http://jbritton.pennsyr.com>.

Railfanning in the Susquehanna Division: The Most Expensive Railfan Trip. Ever.

By Ron Smith

One of my favorite model railroading magazines is the annual Kalmbach publication *Model Railroad Planning*. The most recent issue contains a feature on the Western New York and Pennsylvania, which operates over former Erie trackage in New York's Southern Tier and the former PRR Buffalo Line south of Olean NY. This modern shortline is known for running well-maintained ALCo Centuries. This area is about 60 miles west of the area I model in N Scale, so an "industrial archeology trip", a.k.a. a railfan jaunt, seemed in order.

I made arrangements to take a Thursday-Friday vacation from work and contacted a friend in Olean, Michael Winicki, who arranged an operating session on his N Scale layout for that Thursday evening. The trip started out smoothly, as I chased an NS stack train on the Middle Division and saw one of the Heritage units near Duncannon.



Near Millerstown PA

Heading north from Lewistown, I arrived in Renovo on the former PRR Buffalo Line about noon. I was rewarded with a westbound empty coal train, and the chase was on!

A few miles out of Renovo, disaster struck! I rounded a curve to see a large piece of shale in the road. I could not avoid it, and hit it with the right front wheel. The rock broke through the steel wheel!



OUCH!!

Needless to say, that put a damper on the trip. The nearest dealership happened to be in my destination town of Olean, so I cautiously drove on the spare "donut" the 70 miles up to Olean. I was within sight of tracks for nearly the whole distance, but only saw one other short train that day. Upon reaching the dealership, it was determined that the damaged tire had been the best of the four, and I needed a set of 4 new tires! And let's not forget the subsequent alignment. I feel fortunate that no damage had been done to the undercarriage.

Michael still held his op session that evening, so I was able to de-stress a bit by running trains. After all, what could be more important than firing up the RS-3 and getting those boxcars to the interchange?

Railfanning in the Susquehanna Division: The Most Expensive Railfan Trip. Ever.

By Ron Smith



Rolling up the branch on Michael's layout

On Friday morning I dropped my car off at the dealership and rented an econo-box so that I could continue hunting for WNY&P ALCo's. Fortune finally prevailed, and I caught a southbound heading out of Olean towards Keating Summit. I captured several images of a pair of C630's with a 15-car train; they were cruising along at 40+ mph in some locations.

Something I didn't know before this trip is that rental car companies don't always give you a car with a full tank of gas. I discovered this as I approached the top of the hill at Keating Summit; the warning light came on while I was still several miles from civilization. Fortune smiled again, as it was all downhill back to Port Allegany and a Sheetz.

When I totaled up the new wheel, four new tires, the alignment and labor charges plus the car rental, all in all I could have purchased several sound-equipped locomotives. Yikes!



Port Allegany



Keating Summit

MER Convention, Rockville MD

October 10-13, 2013



Monroe Stewart's Hooch Junction N Layout on tour



Marty McGuirk's Central Vermont (HO) will be the subject of a clinic



Howard Zane's HO Layout on tour

C & P Junction Convention: Layouts will be Big!

When you plan your trip to C & P Junction Convention in Rockville, Maryland, on Columbus Day weekend, October 10-13, think of layouts along the way. Layouts in Poolesville, Silver Spring, Gainesville, Lower Marlboro, Oxon Hill, Laytonsville and northern Virginia, among many others, will be open for inspection. For those traveling on Thursday evening, layouts will be open and for those leaving the Convention on Sunday, layouts will be open.

Layouts will include the Long Island Railroad, B&O Peach Creek Division, the Oregon Coast Railroad, the Solomons and Patuxent Railroad, Hootch Junction and the Royal Oak and Southern. If it's realism, craftsmanship and detail you're after, we've got it. C & P Junction, Crowne Plaza Hotel (www.cprockville.com) with a free shuttle to the Metro and other points.

For the latest information and news, please visit our website.

Google:

C & P Junction-Comcast.net

Or

<http://home.comcast.net/~CandP2013/>.

For questions, email
CandP2013@comcast.net.

Marshall Abrams, Co-Chair, C&P Junction

Kurt Thompson, Co-Chair, C&P Junction

This and That

Ron Smith

As summertime travel approaches, one “sub-hobby” that my significant other and I enjoy is to find railroad stations that have been converted into restaurants. While we know of several former railroad stations in our Division that are now museums or retail businesses, being able to sit and enjoy a meal or a cup of coffee in an old station gives one the opportunity to note architectural details and perhaps some history if the décor includes memorabilia.

I'd like to start a list of station / restaurants so our members can check them out. Here are two that we have visited, and I welcome your suggestions:

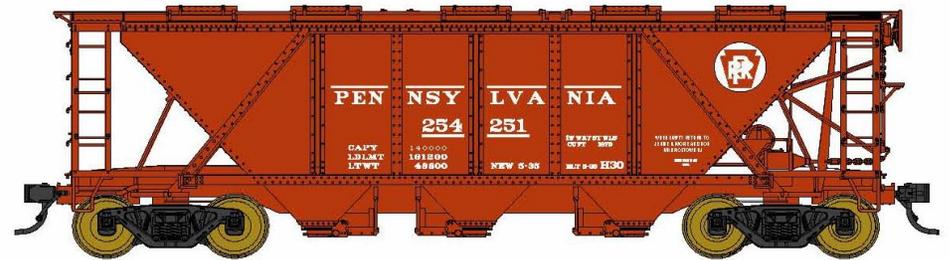
- 1) The former Delaware, Lackawanna and Western train station / office building in downtown **Scranton** has been converted into a Hilton hotel with a restaurant and a bar/grill.
- 2) The former Pennsylvania station in **Northumberland** has been a restaurant, The Front Street Station, for a number of years. There is outdoor seating, and the tables at the windows have a great view of the still-active NS line.

Trivia question: What former strain station was converted into a pizza shop in the 1970's, and then in the 1980's resumed life as a train station serving passengers?

Hint – it served a tourist line somewhere in our Division.

Also of interest for this topic would be any restaurants that may not have been a railroad structure but have a good view of an active line today. Send your suggestions to me and I'll post them here.

Ron



EXCLUSIVE NEW JERSEY DIVISION CAR

Don't be left out!

Your New Jersey Division has teamed with Bowser Manufacturing to bring you this

PRR H-30 covered hopper

These freight cars are similar to the standard Bowser offering, but have subtle “return to...” lettering that makes them uniquely South Jersey even though they were found throughout the Pennsylvania Railroad system and its connections.

The build date is 5-35 so they are appropriate for all eras from steam through the early 70s. Scheduled to arrive in September, these ready to run cars are being offered at \$25 each, or a set of four different numbers for \$90.

If you have questions, or to reserve yours now, email BobcatCS@comcast.net with “H30” in the subject line or call 856 696 0463

There's a Prototype for Everything...

Barry Schmitt

MODEL RAILROADS & OUR 1:1 SCALE BRETHERN FACE SIMILAR OPERATIONAL PROBLEMS – REALLY?!

How many times have you faced that terrible DCC problem where your walk-around Digitrax throttle battery runs down while running a train during an intense operating session? Right – it's an all too common problem, but we usually have a quick fix - plugging your recharging line into one of many fascia outlets. But not today – you are operating at a friend's layout using your Digitrax throttle while running his highly detailed, expensively custom painted and ultra-expensive brass locomotive into a spot right near the edge of his layout. Oh yeah, did I also mention this particular location is at the highest point



on the layout which is just at your eyeball level - about 5'10" above the extra hard concrete floor. Then your worst nightmare happens – you lose control of your throttle and, while racing to find a re-charging outlet, you realize you can't stop the slow motion derailment and free fall flight of that prized locomotive to the concrete floor. There goes your friendship and the beginning of an all points email campaign to keep you from operating at any other area layouts. Such is life in the model railroading fast lane!

Now let's fast forward to the real railroad world. Maybe sort of the same thing happened at the new Ft Worth, TX GE state of the art locomotive plant that has allowed them to tap into the much lower cost and non-union TX labor pool vs



their much higher cost Erie PA plant. It seems one of their brand new engines just couldn't wait to get out on the tracks to show its stuff – see pictures below. But maybe, and this is just a random thought after the above model railroad disaster, what may have really happened is one of their low cost employees was using his hand-held Digitrax throttle to move the engine inside the plant when all of a sudden he realized his battery went south and he couldn't get to a recharging outlet in time to prevent the engine's non-standard departure from the building – yah think??

Good news – the first incident was just a bad dream – the second, well – you decide.



Photos from Elizabethtown

Our April 20th Division Event

Unfortunately, I don't have a photo of Bob Charles' clinic about

the MRR program. It was well attended and interesting. Ed.



Wayne Betty talks DCC



Ron Parisi and scratchbuilding



Jody Gontero shows us Fast Tracks



Alan Mende's Shay

The Station

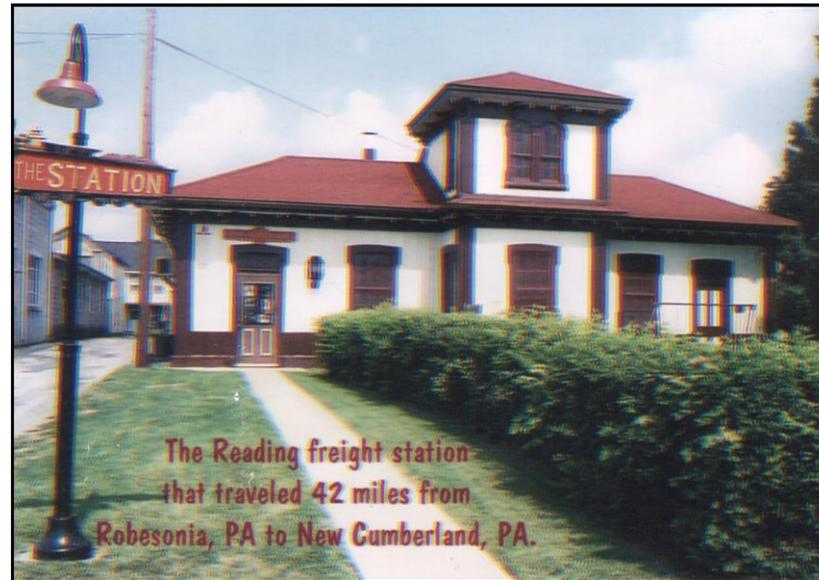
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Susquehanna Sidetracks

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