

THE DISPATCHER

The Journal of PhillyNMRA January 2023



HO-scale, hand-painted figure of a train dispatcher hard at work. Courtesy of Model Tech Studios:

modeltechstudios.com/hoscalepeopletraindispatcheratworkfimishedset.aspx



THE DISPATCHER

Official Publication of the Philadelphia Division Mid-Eastern Region National Model Railroad Association



January 2023 *PhillyNMRA.org* Volume 30, No. 1

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THE DISPATCHER

Submissions: *THE DISPATCHER* welcomes any model railroad- or railroad-related material. Members are encouraged to send in articles, letters to the editor, reviews, etc. The editors reserve the right to, when necessary, paraphrase portions of the text in order to fit the space available.

Next Issue: March 2023. Due out approximately March 15th. Deadline for submissions: March 1st.

Online Subscription: Free. Make sure the clerk has your current email address and that you keep your info updated at nmra.org/members.

Print/Mail Subscription (b&w, 8 pages): \$10.00 per year or \$2.00 per single issue. Send all print subscription applications, renewals, address changes, and payment to the <u>editor</u>. Make checks payable to "Philadelphia Division, NMRA."

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From the Super's Desk

Happy New Year! Boy, did this year fly by! What did you accomplish last year? What are

your plans for this coming year? 2023 is a blank canvas; it is we who apply the colors that define how it will look. Your board of directors met last week to plan out activities for this year. We've already had one meet, and expect to hold five more—I think that just might be a division record!

Why not take advantage of these get-togethers? You will see clinics on model railroading and every other aspect of prototype railroading—and let's face it, if the prototype didn't exist, neither would the hobby. When you attend a division meet, you will find others, all with the same interest.

We offer free coffee, donuts and pretzels. We are also instituting AP judging during these meets. If you are working on an AP certificate, this is where you can receive a great deal of help to achieve that goal. It is very gratifying to see others achieve this accomplishment.

Would you be interested in presenting a clinic? Is there any aspect of model or prototype railroading for which you have passion and want to share that? If so, get in touch with Mike Dettinger, the clinic coordinator. He will be glad to help. This can be a big help with your AP author certificate.

If you'd rather put your passion in

writing, Howard Kaplan is your contact. He is in constant need for articles for *The Dispatcher*, and can help you in creating something the readers will appreciate.

We had a very successful open house month last year. Nothing motivates me more than seeing other modelers' outstanding work. That was definitely on display in 2022.

I look forward to the MER convention in the fall. This year it will be hosted by the Susquehanna Division in Altoona. And if you've never visited Horseshoe Curve (especially if you're a Pennsy fan) here's an opportunity for a rare two-fer. Hope you can join us.

And, by all means, don't forget about the NMRA's national convention, the "Texas Special," being held in Grapevine, Texas. Remember, everything is BIGGER and BETTER in Texas! This will be the first convention ever in the Dallas/Fort Worth area, and only the second convention to be held in Texas in over 30 years. It's an excellent opportunity to visit layouts and attend clinic you otherwise wouldn't be able to take advantage of.

So let's get off the sofa. Start working on those projects you have always wanted to complete. You have a blank canvas in front of you. Paint it with the colors you desire

I look forward to seeing you all at the February meet in Allentown.





From the Editor's Desk

Welcome to our January edition of *The Dispatcher*. In this issue you'll find information on our upcoming February

joint meet hosted by the Susquehanna Division in Allentown.

Clerk Charlie Long has provided us with meet reports from both the November and January meets, which are accompanied by Rob Hinkle's excellent photos, including some from the O-scale model railroad club in the basement of the venue.

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610-626-4506 howard@phillynmra.org Former division superintendent, John Nawn, attended the Carolina Southern MER convention last year and has graciously provided us with a report. In addition, he took a trip up to Minnesota to explore his favorite railroad, the SOO Line, and has contributed a recount of his adventures.

And our other feature is from Steve Wysowski, a recent transplant from the Nutmeg Division in the NER, with his description and beautiful photos of his narrow-gauge layout. I think you'll really enjoy this issue.

Regular readers of *The Dispatcher* know that I'm constantly badgering members to contribute articles. Here is something to consider for an idea. I often peruse other division newsletters, and an idea that keeps popping up is reviews of products. This is something anyone can do. "Amateurs" leave reviews on Amazon, Google, Yelp, and every online platform imaginable. You can, too.

And, of course, remember that whatever you end up writing will receive AP Author credit upon submission.

Howard

Achievement Program Report



The Philadelphia Division AP judging team has been extremely active during the past three months.

Congratulations to the following AP certificate recipients:

Steve Salotti:

- AP Scenery
- AP Electrical
- AP Civil Engineering*
- AP Structures*

* awarded, but not yet presented

Mark Wallace:

• AP Chief Dispatcher

Judging on several other Philadelphia and Delaware area layouts has also commenced including Mike Byle's two S-scale layouts, Bill Fagan's N-scale layout, and more applications from Steve Salotti. Additional applications

from others have been submitted, with judging and visitations pending. Keep the applications coming!

The AP Committee has recently expanded and now welcomes judging trainee Steve Hamilton onto the judging

WE WELCOME OUR NEW PHILLY DIVISION MEMBERS

Billy Cline, Kent, DE George Pechin, Jr., Harrington, DE

by AP Coordinator Earl Paine

group. That brings the number of members up to five and greatly increases the availability of judging sessions attended by multiple judges. Kudos go out to Joe Walters, Chip Stevens, Mark Wallace, and now Steve Hamilton for stepping up in support of the program.

With prior notice, official AP Judging is now offered at most division meets. Let Coordinator Earl Paine know in advance, so a complement of qualified judging personnel can be notified to be present. This judging can be conducted both during and immediately after the meetings as necessary in a side area. As opposed to competitive contest judging, the committee will evaluate models using the AP judging matrices. If a model does not earn a merit award (87.5 points), the judges will offer constructive feedback on how the model can be improved, and it can be re-entered at a later date. Scores are not announced unless the owner wants them to be. This is an excellent opportunity to see how your models stand up if you are unsure and want advice.

As usual, the committee stands ready to visit your layout on location. Contact Earl Paine with any questions. His contact info is on the masthead of *The Dispatcher*.

Planning Ahead - Division Meets & Other Upcoming Events

February 18, 2023 Susquehanna/Philly Division Joint Meet Bridgeworks Enterprise Center 905 Harrison St. Allentown, PA 18103	April 15, 2023 Philadelphia Division Meet St. Alban's Church 3625 Chapel Rd. Newtown Square, PA 19073	June 10, 2023 Philadelphia Division Meet/Picnic Alverthorpe Park Jenkintown Road & Forrest Avenue Jenkintown, PA 19046
August 20–26, 2023 NMRA Convention "Texas Express" Gaylord Texan 1501 Gaylord Trail Grapevine, TX 76051	September 2023 Philadelphia Division Meet TBA	October 19-22, 2023 MER Convention "Round the Curve to Altoona" Altoona Grand Hotel 1 Sheraton Drive Altoona, PA 16601

Check http://www.phillynmra.org/regional-timetable for links to these and other upcoming events.

Joint February Meet with Susquehanna in Allentown

n Saturday February 18, 2023, the Philadelphia Division travels up to Allentown to join the Susquehanna Division who will be hosting our next meet. The location is the Bridgeworks Enterprise Center, 905 Harrison Street, Allentown, PA 18103. Maps and directions can be found on page 6. Doors open at 9:00AM with the morning's events to begin at 9:30AM.

The program begins with a special business meeting held by the Susquehanna Division in order to install a new superintendent. After that that comes the fun stuff.

Clinic #1: Researching and Designing a Hershey-Inspired Reading Layout by Rob Hinkle



Rob's clinic will focus on the research and design inspirations that went into planning of his model railroad. A brief overview of the Reading Company—specifically the Lebanon Valley Line—followed by discussions on determining where and when to model, using various railroad and non-railroad sources and showing off some railroad pa-

perwork. Rob will delve into the history of Hershey's Chocolate—the chocolate process, details on raw material shipments, finished products, and how to model everything.

Rob is a longwho grew up in and has become of the railroad. He served as the chairman of the division's 2019 MER convention, whose success was in large part due to his excellent leadership. He has served as a board director and continues to serve as the division's assistant superintendent.

Clinic #2: "Almost" Resurrecting a Railroad (the LV Barber Quarry Branch) by Scott Unger

The Barber Quarry Branch left the main line of the



2009 photo of the loading dock at the Hershey's Chocolate factory. Note the railroad tracks on the left. (Alamy photo)

Lehigh Valley Railroad and meandered westward through the City of Allentown serving industries along the way. After the demise of the LV it was abandoned and eventually completely removed with no remaining traces visible.

The presentation will include a brief history of the line and the industries served. There will be an indepth discussion about the efforts to re-establish rail service on a portion of the branch to serve a 20-acre former metal fabrication facility. Finally an explanation of the future of the site and its return



to manufacturing. Should be a treat for those interested in urban railroading.

Scott Unger has been the Executive Director of the Allentown Economic Development Corporation (AEDC) since 2008. Having received a BS in Landscape Architecture from West Virginia University, his expertise is in



Union Street crossing on the Barber Quarry Branch (Mark Rabenold Collection)

land use planning, site design, construction management, urban redevelopment, and brownfield reclamation.

Scott is the current president of the MER. He models a portion of the former Buffalo, Rochester and Pittsburgh Railroad during the B&O era (1974 Chessie System) and is working on the second version of that rail-

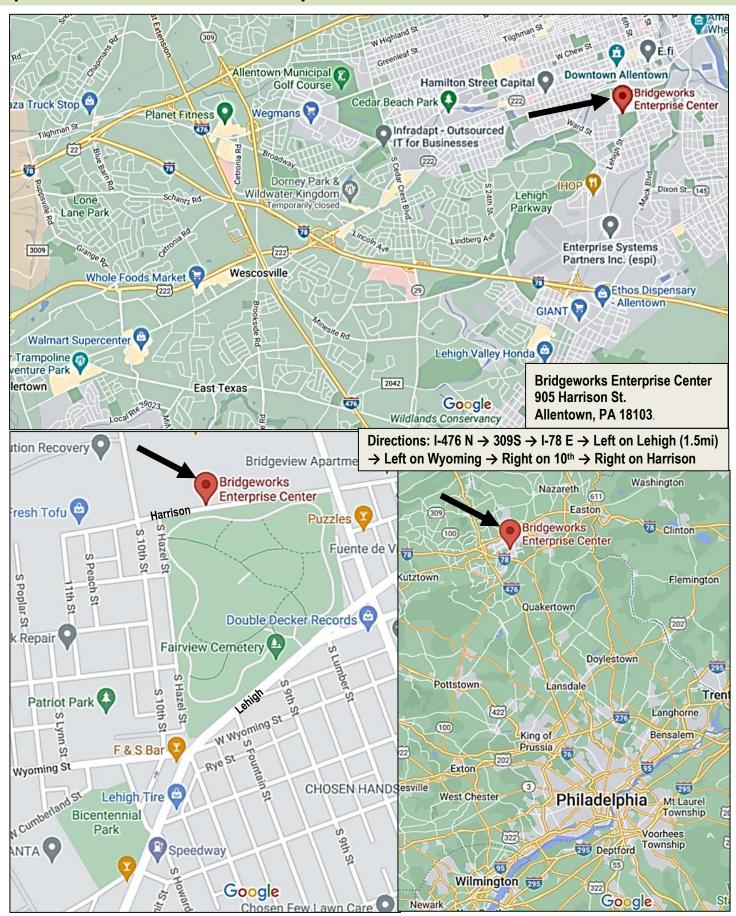
road following a house in 2020. His be among those open the meet.

second version of that railmove to a new model railroad will for visitation after

Coffee and refreshments will, of course, be available.

The afternoon promises to be a special treat with some model railroads you've likely not seen before. Hope you can make it!

Maps and Directions to the February Meet





On Saturday, November 12th, 2022, the Philadelphia Division held its late fall meet in Wilmington, Delaware at the Brandywine Town Center Community Center.

Twenty-four division members were signed in, along with two visitors from

the New Jersey Division and two of their guests.

Superintendent Joe Walters welcomed everyone and made the first clinic presentation discussing his experience in ordering and building the Proses Engine House kit featuring working overhead doors.

The second clinic was a presentation by member Ron Hoess of his HO switching layout accurately based on the PRR Margie Street Yard, and the Stifftown and Chestnut Hill Branches of the Pennsylvania Railroad as far as the Budd Company and Midvale Steel in North Philadelphia. Ron has included the appropriate catenary, industries, and rowhouse architecture for the 1958 time period.

Achievement Program Coordinator Earl Paine then presented AP certificates to the following deserving individuals: Steve Salotti, Mark Wallace, and a merit award to Earl, himself. Mark was also presented a certificate of appreciation and recognition for his distinguished service as division clerk for 12 years.

The 50/50 raffle was won by Steve Richardson, who generously donated back his winnings to the division (as he hs done in the past), and we are very grateful. Next, the door prize drawings were held. Just a side note that Superintendent Walters has insisted on improving the quality of the door prizes in future meets.

In the afternoon, after the meet, attendees were able to visit Ron's layout in nearby Chadds Ford, Pennsylvania, Joe Walters's HO Northeast Lines in Bear, Delaware, and John Trout's HO upstate Pennsylvania, 1940-60 coaling-and logging-themed PRR layout in New Castle, Delaware.

Also, there were over 20 additional layouts that were open on Saturday as part of the Model Railroad Open House event covering Delaware, Pennsylvania, New Jersey, and Maryland.

Many thanks go out to Earl Hackett for once again arranging the reservation for the venue. Earl has been procuring this location for the division for nearly two decades! We also thank Roger Ossman for once again removing the trash and transporting it back to his home for disposal, all the volunteers for helping to set up and break down the room, and all of the attendees. We hope you all enjoyed yourselves.



Audience attentive as Joe Walters, MMR presents his clinic on the Proses Engine House



Mark Wallace (R) receives his service award for 12 years of dedicated service as division clerk



Let's see now...who's giving and who's receiving? Well, it's the super, Joe Walters, MMR (R) receiving his clincian certificate from Earl Paine.



Clinician Ron Hoess delivers his presentation on the Chestnut Hill and Stifftown Branches of the PRR



Ron Hoess (R) receives his clinician appreciation certificate from the super



Super Joe Walters, MMR and Videographer Bill Fagan conver on a division issue



Former Assistant Superintendent Steve Salotti (R) receives his AP Scenery certificate



(L to R): AP Judges Earl Paine, Joe Walters, and Mark Wallace judge Steve Salotti's scratch-built baggage car



Mark Wallace (R) receives his AP Chief Dispatcher certificate



Steve Salotti (R) receives his AP Golden Spike Award



More confusion! Who's giving and who's receiving? This time it's Earl Paine (L) receiving a merit award toward his AP Cars certificate.



Better late than never...Steve Salotti (R) receives his certificate for hosting a layout open house at the 2019 MER convention



Attendees peruse the swap tables



A familiar sight: Superintendent Walters with a pretzel—this time with Director Jeff Witt



Break time!



Members check in



Attentive audience



Struggling to stay awake...it's those darn donuts! (Or maybe Joe's clinic?)

Steve Salotti's scratch-built Reading baggage car was judged for a merit award toward his AP progress





Superintendent Joe Walters, MMR received numerous awards at the 2022 MER convention for his scratch-built crane and boom car





Steve Salotti – NYS&W (HO)











Ron Hoess - PRR - Chestnut Hill Branch (HO)















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Eric Spencer – CSX (N)







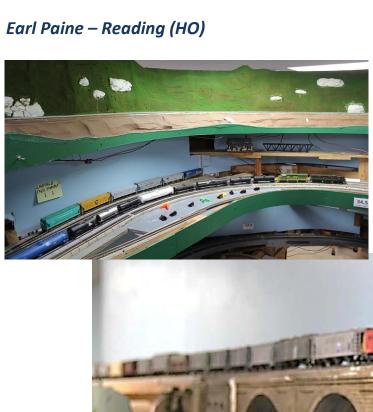










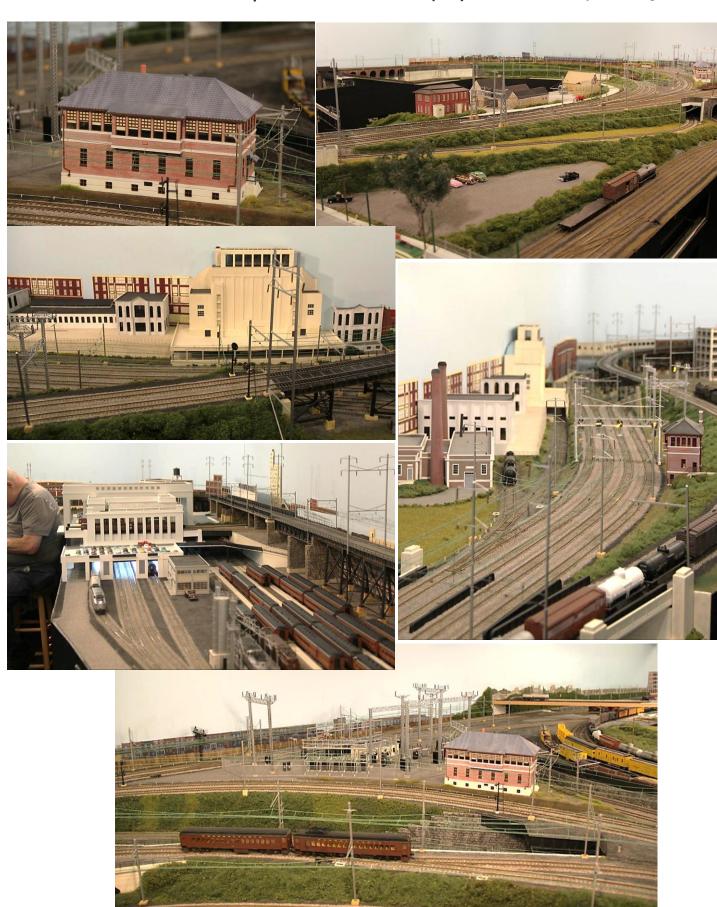




















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TRAIN SHOW

On December 2, 2022, the Philly Division and Rockledge Model Railroad Museum (GATSME) held their annual train show, this year at Cannstatter Volksfest Verein in northeast Philadelphia. Former Director and Videographer Bill Fagan, and Superintendent Joe Walters oversee the activity.



January Meet Report by Charles Long, Clerk

Photos by Rob Hinkle



On Saturday, January 14th, 2023, the Philadelphia Division met jointly with the New Jersey Division in Merchant-ville, New Jersey at the Grace Episcopal Church.

Twenty-two Philadelphia Division members were signed in along with

thirty-four from the host New Jersey division.

New Jersey Superintendent John V. Gallagher welcomed everyone and passed out a clipboard asking attendees to list possible clinics that they would be willing to present at a future meeting.

Jeff Witt of the Philadelphia Division made the first clinic presentation titled, "John Allen In Print: A Survey of His Published Works."

The second clinic was by Mike Prokup of the New Jersey Division featuring a step-by-step process to make easy coal loads for hopper cars.

A feature of New Jersey Division meets was a "Free Table" where attendees could bring surplus items that other

attendees could acquire at no cost and possibly pay forward and replace with their surplus items at the next meet.In addition to the New Jersey Division recognizing one of their members for receiving the AP Association Volunteer certificate, the New Jersey Division recognized its own Chris Conaway for receiving the Civil Engineer Achievement Program award. Having earned this award, he will become one of the Mid-eastern Region's newest Master Model Railroaders (#724).

The New Jersey Division also features a model contest at each of its meets. This meet's contest theme was minidioramas. Mike Prokup won the contest with his diorama featuring a steam engine with Soundtraxx Blunami sound.

Door prize and raffle drawings were then held. Ten door prizes and three prizes from the raffle table were awarded.

In the afternoon, after lunch, attendees were able to visit the Cherry Valley O-scale layout in the basement of the church, the Rancocas Valley Lines at the Burlington County Model Railroad Club in Cinnaminson, New Jersey, and three home layouts.



Philly Director Jeff Witt (C) receives his clinician certificate from Jersey Super John Gallagher (R), with Philly Super Joe Walters on the left



Philly Treasurer Kevin Feeney, brought his array of railroad books and memorabilia for sale on the swap tables



Materials used in Mike Prokop's clinic, as well as sample coal loads in all stages of construction



Jersey and Philly members mingle



↑ Philly Super Joe Walters, MMR addresses the crowd. Jersey Superintendent John Gallagher welcomes everyone →



 $\uparrow \downarrow$ Two of the mini-dioramas entered in the contest





 \uparrow Scratch-built army train - more handiwork from Philly's own Joe Walters, MMR \downarrow





Cherry Valley Model Railroad Club (O)















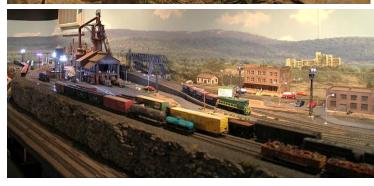


Burlington County Model Railroad Club – Rancocas Valley Lines (HO)

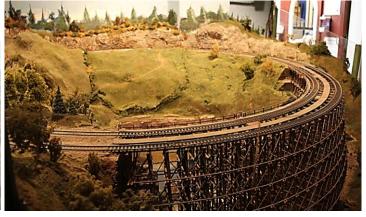




























Chris Conaway – B&O and Penn Central (HO)

















Philly Superintendent Joe Walters and Jersey's Bob Price exchange opinions

My Travels to the Northern Tier

by John A. Nawn

In early September 2022, I traveled to Duluth, MN for the annual Soo Line Convention. As many of you know, my primary modeling interest is the Soo Line, so when the stars aligned and I was able to make the annual Convention this year, I jumped at the opportunity. The Convention was a mix of railfans and model railroaders, with clinics dedicated to both areas. The main attraction was the Lake Superior Railroad Museum and North Shore Scenic Railroad located just across the street from the Convention Hotel in the restored Duluth, Missabe and Iron Range station.



The highlight of the trip was a ride north to Two Harbors, MN behind a real Soo Line GP-30.



The line pretty runs north for 26 miles along the shore of Lake Superior. While I had a seat, I spent most of the trip up riding in an open-door baggage car which yielded an awesome experience and great photo opportunities.



On the ride back, I won one of the seats in a real, 1950s dome car. Again, a most excellent experience but, honestly, not as comfortable as one might think. The seats area cramped with not much leg room. I guess that's why I always have trouble putting HO scale people in my HO scale dome cars. Of course, the train also included a Soo caboose on the end.



It was awesome to see a real ore dock while in Two Harbors, MN. On a non-railroad related note, Two Harbors was also where a small company called 3M was founded.



Our train also included an RDC car as a coach. It was, in fact the oldest operating RDC car in the US. While the operating motor was not sending power to the axle, the motor was running to provide light and heat for the train.



A little history on the RDC. It was the 10th RDC built, at Budd in Philadelphia, of course. Originally built for the C&NW, it later became a Reading RDC. With the bankruptcy of the Reading, it became the property of PennDOT which leased it to SEPTA for use on their only non-electrified line into Bucks County. I used to ride that line in the early 1980s and did, in fact ride the very same RDC while in revenue service. So, here I was in Duluth, MN riding an RDC on a fan trip that I had ridden in revenue service in Bucks County, PA some 40 years earlier!

The Lake Superior Railroad Museum had a fabulous collection and would have been worth a trip all by itself. For you steel mill modelers, the museum had a slag car...



and a Tichy crane.



The collection also included an EMD model 40 (yes, there is a prototype). It was one of only 11 ever produced and it turned out to be the one that was used in North Dakota.



There was also a Mack locomotive.



The museum was housed in the beautifully restored former DMIR Train Station and on the third floor was a modular railroad set up for the weekend for the convention, including a scratch-built Minneapolis freight house.



Unfortunately, my plane flight left too early Sunday morning to afford me the opportunity to participate in the operations session on the layout. All in all, it was a great convention and inspired me to get more done on my own rendition of the SOO. Many new friendships made, too. Already making plans for the next convention in Rhinelander, WI in 2023.

About the author...

John A. Nawn, PE is an avid and long-time model railroader, and most notably one of the individuals instrumental in reviving the Philadelphia Division back in 1993 after many years of inactivity. He also served as its superintendent for many years. Back then he resided in Sharon Hill, PA, and was involved with the restoration and relocation of the PRR Sharon Hill train station.



Years later he moved to Newtown Square and served as the mayor of Newtown Township, where he facilitated our use of the township building for some of our meets, as well as making available the Newtown Square Railroad Museum at nearby Devlin Forge Park. He is a member of the St. Alban's Fellowship Model Railroad Club and is also working on his own layout, modeling the SOO line.



Bill Fagan:

The Video Vigilante

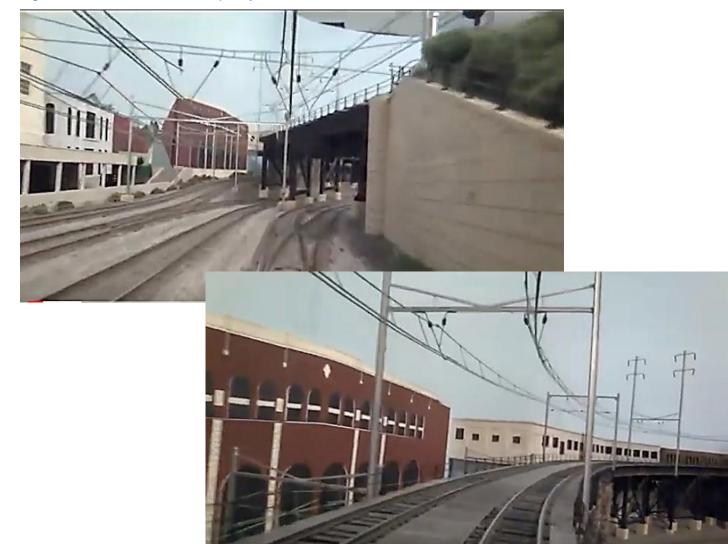


Photos are snapshots from videos by Bill Fagan

Below are examples of some impressive layouts that I've visited. I've videoed layouts in California, Idaho, Maryland, Florida, Pennsylvania, New Jersey and Delaware. 182 layouts with 775 videos and 2730 followers on YouTube with 1.4 million views.

↓ Charles Chandler's PRR - Philadelphia Terminal Division

The 29' x 35' HO layout is set in the 1950's and features the Pennsylvania RR in and around Philadelphia, PA. Highlights of the layout include "Zoo" interlocking, 30th St. Station and the "High Line" in West Philadelphia. Layout features a 4-track main line, scratch-built PRR style catenary, PRR-style signal system,, and custom-built buildings representing those found in the area. Controlled by Lenz DCC. Construction started in 2004. Railroad will be dismantled shortly as Charles is moving. See the video here: https://youtu.be/U8or9Vh7to



→ Pat McTeigue's Lehigh Valley Junction

The railroad has five levels and a hump at Allentown. A three-turn helix is between Macungie and Alburtis. Under that are return loops for three staging areas. The mid-level staging area (at the Allentown level) consists of Phillipsburg staging to the east and Lehighton staging to the west. Lower-level staging consists of Saucon Yard and the Bethlehem Steel ore yard which supports some unit-train traffic. Upper-level staging is for destinations beyond Reading: Rutherford to the west and Port Richmond to the east along with the B&O/CSX's East Side Yard. On top of the helix is Reading, which measures about 8 feet by 50 inches. It started as a circle, but I ended up as an oval. See the video here: https://youtu.be/WP1DSwb7mM4 A full writeup appeared in the October 2022 issue of *The Dispatcher*.



↓ Glendale CA, MRRC

The Verdugo Valley Lines depicts operations of the Southern Pacific Railroad between downtown LA and the city of Bakersville over 100 miles to the north. Going thru San Fernando, Saugus, Lancaster, Mojave, and Caliente. It also traverses the Tehachapi Loop. HO Scale 25' x 40'. The layout is located in Glendale, California. Here's the video: https://youtu.be/EGh_yXYF57w



You can see these videos and other layouts on the Philly Division website: phillynmra.org—just click on Cab Ride Layout Videos. If you want to see future videos send me your email address and I'll put you on the distribution list. Do you want your railroad or a friend's railroad videoed? Email me at wfagan@comcast.net. More to follow in the next issue of *The Dispatcher*.

Enjoy,

Bill



My visit to some November open houses

Well, last year zipped by like lightening. I had a great year. I made progress on my railroad. I spent time with my grandchildren. Life is good!

During the month of November (National Model Railroad Month). I was able to visit many model railroads—some large, some small. At each I found something to advance my knowledge in the hobby.

Our area is flush with great layouts and modelers who are eager to share their knowledge and expertise.

And for them, it's always a great motivator to know people will be coming to view your work. If you were one of those opened, I say thank you. I hope to see many more new layouts in November of 2023.

Now, as I enjoy the last sips of my morning cup of Joe, I would now like to share some photos I took at the homes of three members of our division. Enjoy!

Joe

Bill Kachel







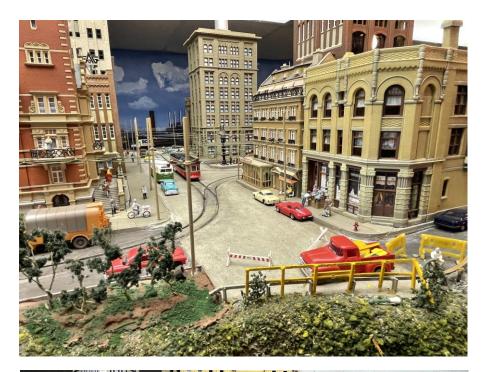






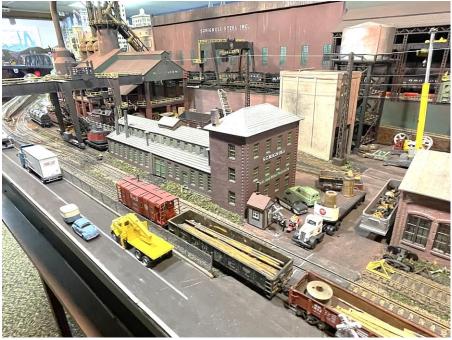
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Bob Koury









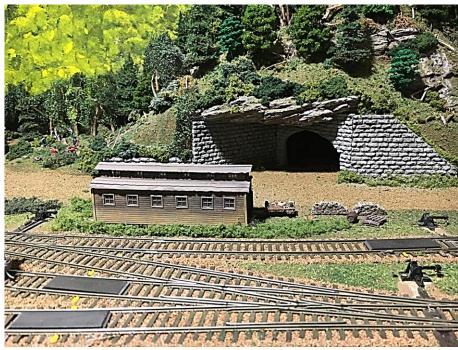
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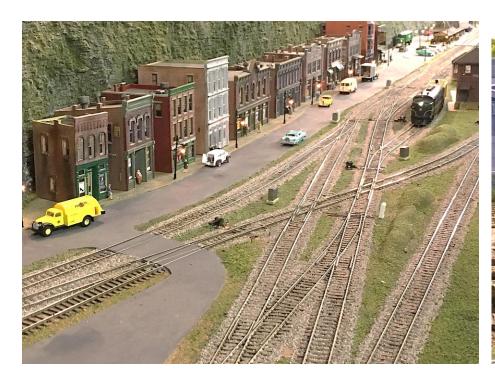
John Trout

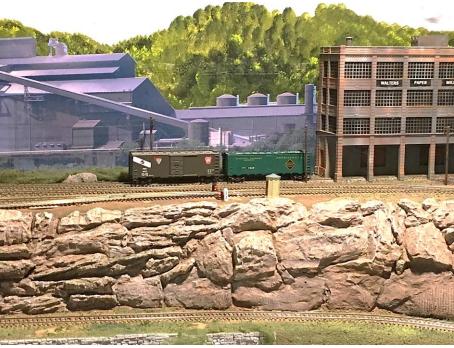
















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The Ansonia and Birmingham Railroad A New England-based, HOn3 layout

By Steve Wysowski

The name of the railroad is the Ansonia and Birmingham, a fictitious, narrow-gauge branch of the New Haven Branch of the railroad. The railroad's initials, "A&B" are curiously those of our two children, Amy and Brian. I had to include them somehow as a concession to earning "property rights" for the layout in our home in Connecticut. Birmingham is the old name of what is today Derby, Connecticut, where I grew up. And the New Haven actually ran a branch through the town. While Connecticut had no narrow gauge railroads, the area with its sharp curves and very rugged terrain could have supported such a line and the layout's topography is a near representation of that of the town.

The date is September of 1913 and freight from the Sterling Piano Works, and brass from Anaconda Brass—both real industries on the branch—is hauled out to New Haven. Passengers come and go to these industries as well as the McBlack Coal Company on the banks of the Housatonic River and Derby Lumber, renamed Majeski Lumber.

The layout is a 10' x 16' dog bone and occupies half of our family room. The other half of the room is a lounge and elevator (my wife is disabled). The layout traveled from its original home in Connecticut to Royersford, Pennsylvania two and a half years ago.

The layout began 40 years ago as standard guage with all brass 4-4-0s. I ultimately dismantled the track and sold off the locomotives to buy narrow-gauge equipment. The layout was dismantled in numbered sections and reassembled when we moved into our home here in Royersford.

There are about 60 scratchbuilt structures, some boats and 35 railroad cars on the layout. I love to scratchbuild. While not prototypical they all are accurate for the period. As I mentioned, Connecticut did not have narrow gauge railroads, but the area I model could have run a line. There are sharp curves and the line (both real and mine) runs along the confluence of the Housatonic and Naugatuck Rivers There are over 600 figures on the layout, almost all hand painted. They represent vignettes that are funny; for example, every loomotive has a white-bearded engineer







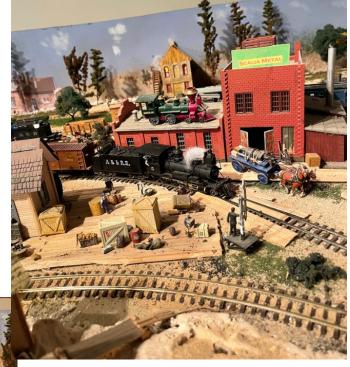


(if you have seen me, you get the significance).

I love narrow gauge engines, particularly the C-16 and C -19. They are well suited for passenger and freight consists going to and from New Haven. There are five of each on the layout. The C-16s are brass Westside Models, which I have re-motored and re-geared, as well as applying paint and lettering upgrades. The C-19s are re-lettered Black-stone Models. I also have two brass 4-4-0s by Far East Distributors, which I also re-motored and detailed. All of the engines have TCS KeepAlives® and upgraded decoders for my Digitrax system. All cars are from kits, scratch built, or kitbashed. The 4-4-0's do not have sound because of space limitations for a speaker and larger decoder.

History of The Ansonia and Birmingham Railroad

In the autumn of 1893, the New Haven Railroad was looking to sell off it's "Derby Branch" and a group of local businessmen from the American Brass Corporation and Farrells Corporation made an offer on the existing track which was in bad repair at the time. The world was in the midst of a depression and there was talk of the consolidation of many railroads into the New Haven. This prompted a discussion and then serious thought resulting in the need for workers from New Haven for the foundries and businesses in the cities located on the confluence of the Housatonic and Naugatuck Rivers. Businesses abounded, and the seasonal industries of ice manufacturing, fruit and vegetable harvesting, foundry work, a thriving brewery, farm implement creation, feed and livestock,



a piano industry, and a small tourist industry all contributed to a thriving independence from the New Haven Railroad. All that coupled with the proximity to New Haven and its industries, theaters, Yale University, and a population in need of work outside of the big city, made this small line a potentially prosperous endeavor.

One of the needs of the thriving foundries was the manufacture of charcoal for their furnaces. Trees were felled in the nearby forests of Shelton, Derby, and Ansonia, and transported to the foundries for use. The railroad would not be needed for this local byproduct industry, but occasional hauls of charcoal



would be made to New Haven in the early years of the new narrow-gauge Ansonia and Birmingham—affectionately known as the Amy and Brian, the names of the first superintendent's children.

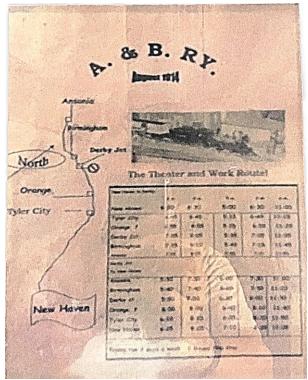
Continuation of standard-gauge track was eliminated by the new owners as there were western roads that had used the narrow gauge model to save on costs both in equipment and operations. The terrain along the thirteen-mile line was extremely rugged, just as was the western terrain where narrow gauge existed, so although this short line had tremendous potential, there was significant risk, and thus the NH decided to sell out at this time and expand elsewhere. The new owners assumed the risk and would not be disappointed.

To the delight of Peter Wysowski, Michael Gurski, John Farrell, and others, the offer they made was quickly accepted (since bankruptcy was the only other option). Old track (standard gauge) was torn up and the new narrow-gauge installed.

Six locomotives were purchased, five rebuilt western C-19 by Baldwin Locomotive Works. These were about to be either scrapped or rebuilt and the new A & B

scooped them up for the bargain price of \$1,500 each and refurbished them completely. Extensions of the smokeboxes was the first order of business, followed by the addition of air brakes, new boilers, and electric lights finishing off the five overhauls. Completing the roster was the purchase of an old an old Brooks 4-4-0 which had seen better days, but still held steam pretty well! She only cost \$800. Enough rolling stock was salvaged from standard-gauge equipment, which was refurbished and used again on the small narrow-gauge pike. Total cost of all of the freight and passenger cars totaled \$5,000. The first year of operation of the A & B earned that all back with some to spare. One year later, six used C-16s and one used 4-4-0 were purchased from the Denver and Rio Grande.

Passenger traffic was a primary business for the new railroad, offering four passenger trips daily with three weekend excursions.



Rare specimen of an A&B passenger timetable



Freight traffic consisted of two trains daily, both in and out of the valley (Ansonia.and Derby) into New Haven. Products for the freight end of the new railroad included charcoal, fresh fruit preserves, jam, pianos (Sterling Piano Co.), and entertainment (Sterling Opera House). Vacation excursions on the river from New Haven to New York were highly profitable. And the steam boilers, brass, and brewery served a great portion of New England! (The reader should note that all of these products were truly offered until the 1930s). Ice harvesting also proved profitable as the rivers would frequently freeze over in their many inlets.

By 1913 there were over 200 employees and the narrow-gauge service proved reliable in the hills and tight curves prevalent in the Naugatuck and Housatonic River Valleys. In the ten years prior, an average profit of \$25,000 per year was realized.

The short line's owners saw no need for expansion as the 14-mile line was heavily trafficked! Four passenger trains (2 in the morning and two in the evening) proved extremely profitable. This schedule was in effect seven days a week and taxed the employees during the first few years until the workforce could expand.

The freight schedule equaled that of the prolific passenger service. Two morning, afternoon, and evening freights were a daily occurrence five days a week. Eight to nine cars were common on those runs with an equal number on the return!

Chief engineer of the railroad was Steve Wysowski. He began his

career on the New Haven, working his way up from fireman to engineer. When the new railroad was created, his family saw fit to make him the superintendent of engineers; he gladly took up the task. Six engineers served the new pike and during any given week, the only time off would occur for two of the engineers on the weekend. Steve served three days a week on freight runs, two days on passenger runs, and on weekends handled switching chores with his assistant.

About the author...

A Ph.D. in psychology, Dr. Steve Wysowski has taught many subjects at the high school level and as a college professor. He then worked 15 years as a principal, after which he was "drafted" to head the sports program in Connecticut.



Steve has had the train bug since the age of five, and is a recent transplant from the Nutmeg Division in the Northeast Region. We're glad to have him as a member in the Philly Division.

Initiative Spotlight

The Magic of Scale Model Railroading Gallery



After much hard work by former NMRA President Charlie Getz and Narrow Gauge & Shortline Gazette editor Bob Brown, and many delays by the California State Parks Commission, "The Magic of Scale Model Railroading" exhibit at the California State Railroad Museum in Sacramento is open!

The exhibit is literally Smithsonian quality, and traces the history of model railroading from its inception to today, as well as showing non-modelers how a train layout is built, pieces of several finished layouts, and the various tools and models of our great hobby.

Photos by Christopher Palermo

CLICK HERE TO READ THE STORY OF HOW THE EXHIBIT WAS BUILT, AND VIEW PHOTOS FROM AROUND THE GALLERY.

ON THE (RAIL) ROAD WITH KEVIN FEENEY CONVENTIONS—SHOWS—TRAVEL

Appalatia - June 2-6, 2022

I don't follow team sports. Some folks travel to play golf or go fishing; not me—I do trains! So, like many of my trips this one was centered around a train show. This show was a new one for me and was located in Johnson City, TN on June 3rd and 4th, and interestingly the advertising referred to it as "The Big Train Show."

Johnson City is a small city in northeastern Tennessee. I actually looked into flying there. One can fly to the nearby Tri-Cities Airport



(TRI) that serves the cities of Johnson City, Bristol TN/VA, Kingsport, and parts of KY, VA, TN, and NC. Flying there on AA meant a connection through CLT and higher airfares. Instead, I booked flights for Carol and me from PHL to Charlotte (CLT). However, when I booked these flights back in early April, I had yet to fully understand how AA's new loyalty points scheme actually works. It turns out that points are now solely based on the actual net airfare. Under the prior scheme, I almost always booked connecting flights if either the fare was less or close to earning more qualifying miles. So for me, I booked a flight to Raleigh-Durham, NC connecting to CLT for less than the cost of a nonstop flight to CLT. I booked Carol with miles and she would fly to CLT nonstop. Our flights were scheduled to leave within minutes of each other on Thursday, June 2nd about 8:30AM. However, Carol was scheduled to arrive in CLT almost two hours ahead of me.

But, just before leaving the house to catch a 5:55AM train from Jenkintown, I went to AA.com and saw my flight to RDU was cancelled and I was offered the opportunity to rebook on Carol's nonstop flight. Luckily, I was able to get the last aisle seat. The plane left full a bit late, but still arrived almost a half hour early at 9:55AM at CLT. We got our bags and headed to Hertz, which offered the best price for 4-day rental among the majors (I will only rent from Hertz, Avis, Budget, Enterprise, National, or Alamo) for \$216.75. This was the most reasonable rental car we have seen in a long time; other rentals have been \$70 per day and more.

It is just over 100 miles from CLT to our relatives in Fletcher, NC, just south of Asheville, where we would spend the first night. I have done this drive many times as flying into Asheville means higher fares and a short connection from CLT. We had the whole day, so I looked for a place to stop enroute. Carol wasn't interest in going to the Billy Graham museum, which is close to CLT. Looking online, I saw there was the Earl Scruggs Center in Shelby, NC, which we would

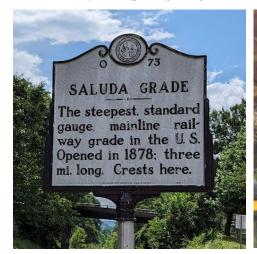


pass through on Route 74. Earl popularized three finger playing on a five string banjo. I hear his music almost every night as I watch the Beverly Hillbillies on my FLEX streaming device. Earl Scruggs and Lester Flatt wrote and sang the show's theme song which begins, "Come and listen to a story bout a man named Jed..." They even appeared in several episodes as Jed's friends from back home.

Arriving in Shelby, we first stopped for lunch at Cook Out, a local fast food chain noted for its milkshakes. Carol said her chocolate shake was the best she ever had. Driving into Shelby to the Scruggs Center, we saw a billboard for a local funeral home offering aquamation instead of cremation: ttps://www.claybarnette.com/services/human-aquamation. Earl Scruggs was born in 1924 just outside of Shelby. The Center, located

in the former Cleveland County Courthouse, tell his life's story and his part in starting what came to be called "bluegrass" music. Music is *not* part of my life, but I found the Center very interesting and I enjoyed listing to his/their music. We spent almost two hours there and before we left, had a nice chat with the woman at the admission desk with whom I had spoken on the phone the day before to confirm the hours.

Back on Route 74, it merges into I-26 just above the border with SC. This part of the highway is very scenic as it climbs the edge of the Piedmont Plateau and then crosses the frontal part of the Blue Ridge Mountains. I turned off at the sign for Saluda, a quaint old town where we have been before. It is located on the crest of the Saluda Grade that is now out of service. We walked through the town and stopped at the relocated former Southern depot that is now a museum with a HO layout depicting the grade.





From there it was a short drive to my cousin Andrea's house in Fletcher. Her daughter, Halley, was there to greet us. Halley just finished the fourth year of a five-year combined high school and community college program. She works part-time at the nearby, famous Biltmore Estate. We had a nice dinner at La Carreta where we have eaten before. The next morning (Friday) we left around 10AM to head to Johnson City. This a very scenic drive as I-26 passes through the Blue Ridge Mountains. We stopped at the Tennessee visitor center just over the border. We arrived in Johnson City just after noon. While it was easy to find the East Tennessee State University (ETSU) campus, there were no signs pointing to where the train show was (in the Mini-Dome). Eventually we found it and Carol dropped me off. Once inside, it was a bit eerie as the Mini-Dome is YUGE!



The card I had for the show said there were more than 64,000 square feet of displays. There were about 10 rows of tables that spanned the width of the dome. In the back were two modular layouts. It was a very nice show; I liked seeing vendors and displays I have never seen before. Two local vendors were offering 3D-printed, narrow-gauge models. I told

them to send samples to Charlie Getz at the Narrow Gauge & Short

Line Gazette. I was a bit disappointed that Trainz from northern Georgia was not there. Their tables at the Western North Carolina (WNC) Agricultural Center show back in February were a great buying opportunity. Here, I bought UP annual reports, some books to read and resell, a bunch of vehicles for me and my friend Eric, some detailed parts, etc. I was there until 5PM when Carol was outside waiting for me. She had gone to visit the nearby town of Jonesborough, which was Tennessee's first town and claims to be the "Storytelling Capital of the World."

Our hotel for the next two nights was a full-service Holiday Inn in Johnson City. After checking in, we tried the pool, but the water was a bit too cold. With lots of food nearby, we went simple and ate at Five Guys. In the same shopping center, was a Crumbl cookies store. This is new chain featuring freshly-made cookies in 170+ "rotating gourmet cookie flavors." I was amazed to see about 15 people working in the store baking, decorating, and serving the cookies which cost about \$4 each. We did not buy any.

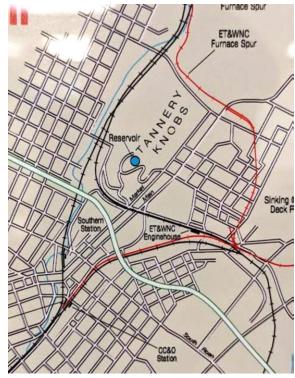
On Saturday, after breakfast, I headed back to the show. I had missed buying something, but could not find the vendor. However, I was able to buy some detail parts for my friend Drew. Then I headed over to the George L. Carter Railroad Museum, located in the basement of the ETSU student center. The museum is the promoter of the Big Train Show. George L. Carter was a local entrepreneur who died in 1936. He was involved with railroads and coal mining in southwest VA and eastern TN and founded what eventually became ETSU in 1911. The museum opened in 2007 and features model train layouts in several scales. The photo shows the HO and N scale ones.





It is also home to an NRHS Chapter and to the East Tennessee & Western North Carolina Railroad (the "Tweetsie") Historical Society's HOn3 layout which was superb!







The map at the above right showed how three historic railroads came to serve Johnson City. I used it when we visited the downtown area the next day. We were advised to avoid the downtown on Saturday because of the Blue Plum Festival. We headed to Bristol, TN/VA which I have long wanted to visit, and this was the other reason for this trip. Bristol is somewhat unique in that the border between TN and VA runs rights down the middle of State Street. Things became absurd during the covid scamdemic as restaurants in woke VA were closed while those across the street in sane TN were open.

After a quick lunch, we headed to Bristol's Union Train Station (N&W and Southern) which was built in 1902. Restored in 2009, it now is an event venue (it was set up for a wedding). However, there are attempts to extend Amtrak service to there from Roanoke, VA some 150 miles away.



While walking down the station's platform, an NS train approached. While the first part was intermodal traffic, much of the consist was mixed merchandise freight.





Across from the train station is this famous sign, which spans the border. It has been moved several times. We went into the craft distillery on the right (in TN) and sampled their vodka lemonade. Carol liked it and brought a four-pack to take home.

Driving through Bristol, TN, we came across this historic building (right). Take a guess what it is. Built in 1930s by the WPA, it is the walls of the local high school football stadium.

We crossed in Bristol, VA to visit the Birthplace of Country Music Museum which celebrates the historic "1927 Bristol Sessions," when a NYC record executive came down and made what became the first live recordings of country music with an electric microphone. We learned that he was also the first to do the following three things: pay the performers \$50 to record, copyright the performers' mu-



sic (if possible) paying a small royalty on sales of sheet music, and contract with the musicians for personal performances. Again, while I'm not into music, the historical aspects of this were just fascinating. A temporary exhibit in the BCM told the history of Mountain Dew, which was originally created to replace a lemon-flavored mixer called "National Set Up." It was time for the 5PM vigil mass at the local Catholic church (just one shared by the two Bristols).

After mass, we headed to State Street to walk around the downtown area and look for a place to have dinner. I was in the mood for local BBQ, but we didn't see any place that was appealing. Most restaurants had mediocre reviews. At one



point, I stood in the middle of the street with one foot in VA and the other in TN and became bi-statual.

We headed back to Johnson City, about 20 miles to the south, but just two blocks into TN stopped at Cootie Brown's. This is a colorful, fun place that has two other locations in Johnson City. Its cuisine was listed in one review as American, but the eclectic menu offered woodfired pizza, burgers, and Mexican- and Memphis-style BBQ, which I really like because it is a dry rub. I do not like wet food. Carol and I split a rack of very good ribs, after which we had two of their spectacular desserts. Apparently, they ship their famous key lime pie nationwide. Further into TN, we passed Bristol Motor Speedway. This is a unique NASCAR facility in that the track is just a half mile long and is completely surrounded by 150,000 seats. While only used two weeks a year by NASCAR, Virginia Tech and University of Tennessee have played football games there before almost

150,000 fans. Just outside Johnson City, the traffic came to a crawl. Eventually we got to a point where there was a police officer. I asked what was going on and was told me that a car show at AutoNation had gone horribly wrong. There were cars parked everywhere and hordes of folks walking along and crossing the highway to attend the free car show.

Sunday, we left hotel after breakfast and headed to Johnson City's downtown. We stopped at a pavilion that had some "artsy-fartsy" vendors. There were signs from the Blue Plum festival that had been held the two days before. It could not be held on Sunday because as with Chick-Fil-A and Hobby Lobby, much of this part of the country is closed on Sundays. Across the street is the union passenger depot used by the narrow-gauge Tweetsie and the standard-gauge ETV&G railroads. The building has been nicely restored. Occupying the building now is a White Duck Taco Shop and the former freight house in the back now houses the Yee Haw Beer Brew Pub. Interestingly, the first 13 miles of the Tweetsie were dual-gauged. Part of the railroad still exists to Elizabethton, albeit just standard gauge, now known as the East Tennessee Railway, part of the Genesee & Wyoming family of short lines.





Much of the downtown consists of late, 19th-century and early, 20th-century brick buildings, many of which were being restored and/or re-



purposed. A good example located next to the depot and across State of Franklin Road is the former N&W freight house that will soon become the local visitors center. Traveling in this area, we saw repeated references to the State of Franklin, which was an abortive attempt to become the 14th state in 1784. Locals chose the name hoping to gain support for statehood from Benjamin Franklin—NOT. During the civil war, folks in eastern

Tennessee did not support the Confederacy and there was an unsuccessful attempt to secede from TN that used the Frank-

lin name again.

Leaving the downtown, I stopped to see this train headed south on the NS (ex-N&W) line. We got on I-26 and headed south. Our first stop was 13 miles later in Erwin, TN, which WAS the home of the Clinchfield Railroad (CRR). This was the last Class I railroad formed east of the Mississippi. It had some 300 miles of track from the coal fields of VA and KY through TN and NC to the textile mills of SC. Oddly, it was *not* incorporated; the Clinchfield





name was merely applied to a group of lines that were jointly leased by the L&N and the ACL. Eventually, the L&N and ACL (after merging with SAL to become SCL) became part of Family Lines/Seaboard System (SBD) that later merged with Chessie, forming CSX. Along the way, the CRR lost its separate identity.

I had found reference to a Clinchfield Railroad Museum. Some folks at the Big Train Show told me it was near the fish hatchery. We found it, but it wasn't open until the afternoon. So, we headed into Erwin proper. There we found the large

former station built in 1925 (now the local library) and next to it, the Clinchfield's former office building.





Sadly, there is nothing left of what had once been the Clinchfield's major yard just to the west of those buildings. I had seen this yard in operation back in February 2003 when I was driving to western NC from CT. I had just missed a huge snow storm that swept across Appalachia into Maryland and dumped 26.8 inches of snow on Baltimore—a record break-



er. This is the storm that caused the partial collapse of the B&O Railroad Museum roof on Feb. 17, 2003.

Back on I-26, we exited in NC near Mars Hill. We headed to the historic town of Marshall, NC. It is known as a hub for the arts. There were several art studios and galleries, all closed on

Sunday. But the cafes and restaurants were doing a good business as there were about a hundred bikers in town. The town is on French Broad River and on the banks lie the NS tracks (ex-Southern).



Down the tracks a bit are two former C&NW reefer cars on the left that house the local newspaper. The former Southern depot still exists on the southern edge of town and it hosts jam sessions every Friday night. Next to it is X696, a red Southern caboose.





From Marshall, we followed US Route 25 till we ended up back on I-26 in Weaversville. We were back in Fletcher after 5PM and my cousin Andrea came home from her second job a few minutes later. We headed out to dinner at the Bilt-

more Estate. Halley had worked there that day and we parked at the visitor center until she joined us. We got in her car and with her ID were able to enter without paying admission. FYI, the daily admission price for the Biltmore *starts* at \$89!

We headed toward the winery as there are two restaurants there. With our name on both lists, we were permitted to walk through the winery store, but not sample the wines. The location of the winery was once the largest dairy in western NC. Eventually we were called to dinner and I had a very good shrimp and grits entrée. Halley's employee ID got us a nice 20% discount.





After dinner, Halley drove us around parts of the estate's 8,000 acres. We stopped by a lake where we could see the house in the distance. We have been through the house on prior visits. We were up early on Monday for the drive back to CLT. Things went fine until I missed the entrance to the Hertz car return and then had to circle back, exit the airport, and loop back inside making sure I got there the second time. There was a delay returning the car and it was a long walk to the terminal where there was a long line at the priority check-in. So, Carol checked our bags at a kiosk. I kept another bag full of model trains and books with me. We headed to TSA and then to Carol's gate. You see, she was flying NS to Philly, while I had booked a flight with a connection through Pittsburgh. At her gate, I tried my best to talk my way onto her flight. I had done this before and there was even one or two empty seats, but nada, so we said goodbye to each other.

I headed to my flight to PIT in the C concourse with plenty of time to kill. Carol's flight would arrive in PHL even before I left CLT. After a while, it was time for lunch and Phillip's crab place was nearby. My flight to PIT left 20 minutes late and arrived there at 4:36PM. The PIT airport once was unique; it is a mid-field airport and was a major hub for US Air with even international flights. Now service is a fraction of what it once was. Still the local airport authority is spending \$1.7 billion to move the landside operations to the middle of the field. This will eliminate several gates that are unneeded anyway. My flight to PHL left just after 6PM and landed just over an hour later. I had a nice right-side (southernly) view as we flew across PA. We made an unusual landing toward the northeast at PHL. Almost every other flight goes past the airport, circles over South Jersey, then lands toward the wouthwest. Regrettably, I was *not* upgrad-



ed on either flight though both flights were on smaller Airbus models. Once at PHL, there was no way to make the 7:10PM SEPTA train so I just took my time getting to the attached train station.

Eventually I was on the 7:40PM train where there were two issues with passengers. When the conductor came to check tickets, a man seated near me said to him. "I could not figure out how to use your machine." The conductor responded, "I can sell you a ticket. Where are you going?" "New York," the man said. "This train does not go to New York," replied the conductor. The conduct explained how to get there via NJT from Trenton or Amtrak from 30th Street, and recommended the latter, so the guy brought a ticket there.

Then, the other conductor came down the aisle with a moneyless millennial who was trying to pay for his ticket with ApplePay—not! They were ready to put him off at the next stop in horrible Eastwick when the guy going to NY said he would pay for the millennial's ticket—after which their phones had sex or something and money changed hands electronically. When we got to 30th Street, the man going to NY just sat there. I yelled, "Mister, this is your stop!" and he just made it off the train in time.

The SEPTA train continued to Jenkintown where I arrived just after 8:30PM and Carol was waiting for me. For this trip, I earned 2358 loyalty points and 1101 miles toward million-mile status (I'm up to 923K) on AA. Carol's trip cost 46K miles. She has 482K points even after recent deductions for three future trips. I buy tickets in an attempt to keep my Platinum Pro status for another year. The two Holiday Inn nights in Johnson City earned 6716 IHG points, plus I got another 3648 points by using the Chase IHG MasterCard to pay for the stay. Together, the 10,364 points are more than enough points for a free night!

Back home for a while with my next trip not until mid-July. However, Carol flew to Ft Myers, FL (RSW) today (6/15) with our five-year-old granddaughter, Emmet (this is her first flight). They will stay with my sister Kathy there through the 6/23. I took the train with them to PHL to handle the bags while Carol dealt with Emmet. I took the next train back after they went through TSA.

A Day in the Lehigh Valley - June 18, 2022

After spending two full days working on a presentation, "A look at the Union Pacific Railroad Through Its Annual Reports," for an upcoming NMRA event, I needed a break. So, early on this day I headed to the Anthracite Railroad Historical Society's book sale. There are many railroad historical societies but generally they focus one railroad. ARHS looks to preserve the history of six railroads (CNJ, DL&W, L&HR, LV, LNE & RDG) that once hauled anthracite coal in northeastern PA. I am *not* a member, but friend, Eric, is and I planned to meet him there (60 miles north of Abington).

I left at 7:45AM for what was shown as a 1 hour 45 minute drive *without* tolls. I was at the location in Lehigh Gap described on their website by 9:30AM, but could *not* find the sale. My phone's GPS was giving me dots heading through woods down to the Lehigh River. I saw a mail carrier who told me I had to go under the bridge (?) so I droved back across the highway bridge and got underneath the bridge on the west side of the Lehigh River. I ended up at the closed Delaware Gap Nature Center and along side the Delaware & Lehigh Trail. Here, the D&L Trail uses the former right-of-way of the Lehigh Valley railroad and it is part of the D&L National Heritage corridor that spans a 165-mile transportation route between Wilkes-Barre and Bristol, PA. I drove all the down to a boat launch from where I could see the ARHS building on the other bank! A woman came up to help me and I told her what I was looking for, and found out I would need my wife's kayak to get there!



there were none and I complained about that to their folks as I got out of the car. The ARHS owns the land here on both sides of the NS (ex-CNJ) rail line including two buildings, one of which was the original toll house for a chain link bridge that was built here in 1824 and lasted until 1933.

I am not particularly interested in the anthracite railroads, but see the ARHS regularly at train shows in NJ and PA. One of their members explained the sale layout. There were books, magazines, official guides, and timetables in this building, as well as HO models and other things in the So, I headed back up to the highway and crossed the river for a third time and saw there was a dirt path on the right just as I got to the other side. Unfortunately, I did not see it in time and had to make a U-turn and then an illegal turn. The path ran parallel to the river and dropped in elevation. This is the view to the boat launch from the ARHS site once I finally got there.

The ARHS website had said there would be signs but





toll house. The front part of this building was quite disorganized, but the second room was better with the books somewhat organized by railroad on shelves. I was very surprised to see a whole group of books on railroad accounting. I wrote my doctoral dissertation on the end of railroad accounting. Behind the building up above the NS tracks, is a restored CNJ caboose (#91547).

I asked about the tracks and was told that NS had upgraded them recently but now only had one local train a day between Allentown and Lehighton. Apparently, there are rumors that Reading & Northern may buy the tracks.



After a brief look at the books (prices were way too high) I headed over to the toll house where the prices were very reasonable. When I mentioned something to the ARHS member there about the book prices, he told me to just make an offer. I ended up buying a whole bunch of HO cars for resale from LNE, CNJ, etc., a box of tools, a few books, and a few full binders. I had found a binder full of things on anthracite coal and told the ARHS guy to hold that for my friend Eric. I called him and we talked across the NS tracks before he walked over.

Back in the first building, I picked up four books on my railroad interests, two hardcovers on the ICG & TRRA (Terminal Railroad Association of St. Louis) and an Arcadia book on the "J" (EJ&E), plus one softcover book on Pittsburgh rails. I went through their software books (all priced too high at \$10) and grabbed about a dozen that I could easily resell. I went up to the pay counter and said I would make them an offer. He looked through the books and pulled out one softcover and then accepted my \$70 offer. I paid for that plus \$68 for the items from the toll house. After paying Eric for \$5 for something I brought from him, I had \$2 left.

By now it was about 11:30AM and I had not given much thought to the rest of the day. Eric originally planned to go visit his relatives that lived more to the north but had to return home to do something with his nephew. I thought I might go visit the Lehigh & Keystone Valley Model Railroad Museum in Bethlehem on way back, but found out it was closed. So I headed home planning to make a few stops along the way. In retrospect, I should have done some research beforehand. However, as you will read, I made out pretty well. This has happened to me on other trips and I honestly think it is more than just luck.

The ARHS postal address says Walnutport, but it actually not located in that borough. I drove to see the actual town. The NS line passes through it, but I did not see any historic buildings. I crossed the Lehigh (again) and was in historic Slatington. I had passed through part of this town on the way up. In 1845, two Welshman discovered slate there and soon after there was a quarry and factory manufacturing blackboards and other slate products. I passed something that looked like a railroad structure, but did not stop. Doing some research for this write-up, I later read it was part of the D&L Trail.



Under the pavilion was a display about the Ironton and the IRT, which is a paved 10-foot-wide path that is 9.4-miles long with an ADA compliant grade. I picked up a trail brochure and used it to somewhat follow the former railroad line.

My first stop was to see this historic caboose. It was nice to read its history on the side.

From there, I headed to Ironton; I knew there had been a rail-road there. The Ironton Railroad was a very small shortline built in the 1860s to haul iron ore and limestone to the local blast furnaces. It was later owned by the Reading. Traffic later shifted to carrying Portland cement when local iron mining declined in the early 20th century. Much of the railroad had already been abandoned when it became part of Conrail in 1976, and the last of its trackage was removed in 1984. Once there, I saw a sign for the IRT and knew this was not the NYC subway. (My paternal grandfather, Harry Feeney, had been a motorman on the NYCTA's BMT line.) Instead, it was the trailhead of the Ironton Rail Trail.





I followed the trail into Coplay where I had never been before. Coplay was the site of early iron furnaces and later the location of several cement mills that were served by the Ironton Railroad. Driving into town, I passed this company that still supplies homes with coal for heating.







I did not see any signs of former railroads in Coplay so I crossed the Lehigh River yet again to Northampton. While I was on the bridge, I saw a group of churches with onion domes off to the left and headed towards them. It turned out to be two Ukrainian churches (one Catholic & one Orthodox) practically next to each other, with a Roman Catholic church across the street. In the early 1900s, the cement mills here and in Coplay attracted many Catholic immigrants from Austria, Hungary, Czechoslovakia, Poland, and the Ukraine. After crossing under the NS rail line, I stopped at this former CNJ structure.

On the way to the churches, I had driven across train tracks heading to the east; it occurred to me that they were the remains of the Northampton & Bath railroad, a 6.8-mile shortline railroad built in 1904 to serve Atlas Cement, one of the largest cement companies of the world. Atlas supplied over 6 million barrels of cement for the construction of the Panama Canal.



I followed what had been the N&B tracks to what remains of Atlas Cement which closed in 1982.







In 1978, the N&B abandoned all but one mile of the railroad. This track is curtrntly used by a number of businesses located on the former Atlas site and operated by the Northampton Rail Development Company, mostly used for car storage. The rest of the old roadbed is now the Nor-Bath Trail.



I headed back to Coplay to find the remains of the Lehigh Valley railroad. A map I saw in the pavilion in Ironton showed a passenger station there. After crossing the bridge, I went down to the river level & came across the IRT again. Here, it will eventually connect with the D&T trail. I did find the former LV right-of-way along which was a line of telegraph poles, stripped of their insulators. To the right was an abandoned bridge that once connected the Ironron and LV to the CNJ (next page).



Thinking I was done, I headed to Allentown and home. However, in Allentown I remembered what somewhat at mentioned at the ARHS book sale. There was an antique truck show this week in Macungie. I stopped to google it and quickly found the Antique Truck Collectors of America's 42nd National Show, described on



Facebook as "Greatest antique truck show on earth!" A Mack truck factory is located near Macungie, just a few miles away. I arrived at the Macungie Memorial Park about 3PM. The show only ran to 6PM so I was a bit concerned. However, I was just in time for the best part—the parade of trucks leaving the show. Admission was free, though I did have to pay \$5 to park on someone's lawn across the street. There were hundreds of older/antique trucks: tractors, tractor-trailers, dumps, fire engines, delivery van, IH scouts, jeeps, pickups, etc. I just walked around and was totally amazed at what I saw.









As I was walking around some of the trucks were starting to leave. I came to where folks were just sitting in lawn chairs watching the parade of trucks leaving the park. I found a place to sit and stayed there for more than an hour. A truck fan who comes to the show each year, sat down next to me and provided info as the various trucks left. We both wondered what it must cost some of the owners in diesel fuel, insurance, and tolls to bring their trucks from all over to this event.





Eventually, I walked out through the park passing these two trucks.



The blue one is a rare 1946 Crosley pickup. Crosley was a small manufacturer of subcompact station wagons plus pickups, convertibles, a sports car, and even a tiny jeep-like vehicle. It was based in Cincinnati and was active from 1939 to 1952. The jeep is in my favorite color.

Done for the day, and a very nice one at that, I headed home. I thought about stopping to eat somewhere but didn't. I was home about 7:30PM and grilled some hot dogs for dinner.

I called Carol and told her we should go back to Lehigh Gap with her kayak. We have bicycles but no rack, otherwise a ride on the IRT might be in order. I would like

to go back and see more of Northampton. There is an Atlas Cement museum, but it is only open one Sunday a month.



A Week In Williamsburg, VA - July 8-15, 2022

This was a family vacation that for once did *not* include a train show and was a road trip. Some of our many trips have included special offers to visit vacation resorts where they try to sell you a time-share. We have always just said no, but last fall, while visiting the Holiday Inn Vacation Club in Myrtle Beach, SC, at the very end of the sales presentation, they offered to sell us a single week for \$1295. We bought it as it was a real bargain and we had 18 months to use it at several of their resorts. We chose the one in Williamsburg, VA. My sister Kathy flew up from Florida to join us for the week.

We left Abington about 10AM on Friday, July 8th and headed south. I decided to drive down through the Delmarva Peninsula, having not been there in a long time. Once in VA we stopped at the welcome center and learned that the Eastern Shore Railway Museum was nearby in Parksley, VA.



The museum is located in a former station on the New York, Philadelphia and Norfolk Railroad (NYP&N) that ran to Cape Charles from where there was a car ferry to Norfolk. This line was built in the 1880s and became part of the Pennsy in 1921. It ultimately became part of Penn Central and later Conrail, and was later operated by several shortlines. Next to the station were several historic railroad cars from SAL, RF&P, and NKP that really did not belong there.



Leaving Parksley, we headed to Cape Charles, now a very touristy town. There were no vestiges of the former car-float operation, but we did find some equipment left when the last short line, Bay Coast Railroad, suspended its operations in 2018.



From there it was a short drive to the Chesapeake Bay Bridge-Tunnel. This 18-mile long engineering marvel opened in 1964 replacing auto ferries that had operated across the bay to Norfolk since the 1920s. It is the longest bridge-tunnel complex in the world. In the 1990s its Parallel Crossing Project cost \$387 million and doubled the 12-miles of trestle roadway to four lanes. A current project costing \$756 million involves building a second parallel tunnel at Thimble Shoal. When that tunnel is completed, a second, parallel tunnel will be built next to the existing Chesapeake Channel tunnel and is expected to be completed by 2045! Because of the current construction, the fishing pier and rest stop at Thimble Shoal are closed. I had some concern about the toll so I checked it online beforehand to make sure I had enough money in my E-ZPass account to cover it. The toll was \$18, which actually seemed like a bargain compared to what I would pay on the PA or NJ turnpikes.

The bridge comes ashore next to the Little Creek Navy Base. I was stationed there for several weeks in the summer of 1972 for training while a midshipman in NROTC. We learned all about amphibious warfare and participated in an exercise with real marines making an amphibious landing just south of Virginia Beach. This day we drove west along the shoreline. We stopped for a nice albeit expensive dinner at Willoughby Fish House, located on the water. Most of menu was market price and I should have asked. When the bill came two entrees were in mid-\$40s when they should have been in the \$20s. I noted this in my reviews of the restaurant so other would know. We got on I-64 to use the Hampton Roads Bridge—Tunnel. This is a 3.5-mile-long, four-lane facility comprising bridges, trestles and man-made islands which is being doubled in size at a cost of over \$3.8 billion, making it one of the largest infrastructure projects in the country. The HI Vacation club resort was 40 miles up I-64 and north of Williamsburg proper.

We were given a nice, large, two-bedroom, condo-like unit on the ground floor of a four-story building. It was next to a complex with two pools, gym, bowling alley, miniature golf, and a store/snack bar. We settled in for the week. We had brought some food with us for breakfast and snacks. There was one catch to the single week package we bought: we needed to sit through another 90-minute sales presentation. We scheduled that for early the next AM (Saturday) so we could just be done with it, but also get the \$400 Latitude Vacation Benefit for attending. The presentation was the same pitch we have heard before; they assumed we took the week to try them out—NOT! There was no pressure and I just explained why spending \$40K now and \$2,500 per year in fees (the only "Fee" I like is first three letters of my last name!) makes no sense for us. It went a bit long, but we got the \$400 credit and used it to get vouchers for three Historic Triangle Tickets, a \$50 certificate for a local restaurant, and two Darden \$10 gift cards. All total I used \$399.70 of the \$400 credit.

After lunch, we headed to Williamsburg to exchange the vouchers for the Historic Triangle Tickets. This ticket is a real bargain as it allows access to five historic sites—Colonial Williamsburg plus two sites each in Yorktown and Jamestown for a week. I was surprised that the parking was free at the Williamsburg Visitor Center and noted it in my google review. Carol recently paid \$30 just to park at Sesame Place when she took our granddaughter there.



We took the shuttle bus to the historic area and walked around for several hours. I was surprised at how few folks were there especially given this was a prime vacation week. We headed back to the resort, stopping at a nearby Walmart to buy food for several dinners.

Later after dinner, I drove to the Williamsburg Train Station, which was built in 1936 by the C&O.





My daughter, Colleen, and her family were supposed to join us for the week but she changed jobs and could not get the week off. However, she wanted Emmet (her daughter and our granddaughter) to spend the week with us so she and Emmet took Amtrak from New London, CT to Williamsburg. I followed the status of train #99 all day; it arrived 40 minutes late at 9:20PM.

Colleen spent the night with us and the next morning I drove her back to the train station to catch #96 at 8:56AM back to New London. That train was carded for 11 hours, longer then the trip down as there were more stops. I was surprised by the number of folks I saw for traveling on both trains.



Later that morning, Carol and I attended mass at St. Olaf Church in nearby Norge, VA. I was not aware that many folks from Norway resettled in this area in the late 19th century, after first settling in Minnesota. We spent the rest of the day at the pool and cooked dinner in the unit.

Monday we were out early. Our first stop was Ft. Eustis to visit the US Army's Transportation Museum. We had to stop for a pass that included a background check and a photo. We arrived at the museum to find it was closed for a profes-



sional development day. Bummer. We left and headed to Buckroe Beach in Hampton, VA. This beach is on the west side of the Chesapeake Bay near Hampton Roads. We had thought about driving to Virginia Beach on the ocean, but that was twice as far and would have required us to pass through the Hampton Roads Bridge—Tunnel mess twice. The parking at this beach was free and there were some facilities. The water was fine albeit a bit salty. We stayed for several hours. Heading back, I stopped at the Amtrak station in Newport News.

This is a modern station; the former ex-C&O station was downtown by the coal loading pier. These CSX engines were sitting there. To the right there was a freight yard with coal hoppers.



We headed back on US 60 which at times paralleled the CSX tracks and came to this station in Lee Hall. The station was built in 1881 and expanded in 1893 and 1918. I later learned it houses a railroad museum open on weekends and it was having a Train Collectors Show and Sale on 7/17/22.



Tuesday, we spent the whole day at Williamsburg. Anyone can walk down its historic streets and enter the shops, but one needs a ticket to view the displays/demonstrations in many of the historic building, some of which required advance reservation or payment of an additional fee. I headed over to where they were doing some archeological digs at the site of a historic black church and across the street where once there was a large estate. The digging goes on year round and surprisingly, after reaching the planned depth, everything is photographed and the holes are filled in. The gouges in the picture (next page) are thought to be made by a plow in the early 18th century.



We ended the day at the Capitol Building, which served the Virginia colony from 1705 to 1779. The current building is a replica constructed in 1934. We had a nice seafood dinner at Fat Tuna in part using the \$50 voucher from the sales presentation.

On Wednesday, I was up and out early with Emmet heading to the Army Transportation Museum again. We tried to have breakfast at a Waffle House, but it was closed for maintenance. Next, at a nearby Dunkin, their scanner was broken so we ended up at McDonalds. The museum was open this time; it covers the Revolutionary War, Civil War, Spanish American War, WWI, WWII, Korea,



Vietnam, Grenada, Panama, Iraq (x2), and Afghanistan through pictures, photos, maps and displays We spent about 2 hours there and I could have spend a lot longer outside looking at the historic vehicles, helicopters, planes, boats, and trains. Some were under cover and others were out in the open. Ft. Eustis is very much an active facility and is now a joint base with nearby Langely AFB, which is home to the USAF's F-22 Demonstration and Heritage Flight Team. We saw F-22 Raptors overhead twice during the week.











Back to the resort for a quick lunch and then we headed to the Maritime Museum in Newport News but it was closed for a fire drill. So we left and drove along the James River to the downtown area. We passed the massive shipyard there which is currently working on six aircraft carriers:

- Enterprise (CVN-65): the USN's first nuclear powered carrier, awaiting disposal
- USS George Washington (CVN-73): Mid-life refueling and complex overhaul
- USS John C. Stennis (CVN-74): Mid-life refueling and complex overhaul.
- USS Gerald R. Ford (CVN-78): Planned incremental availability
- John F. Kennedy (CVN-79): Finalizing construction
- Enterprise (CVN-80): Early construction



We also got near the CSX's coal dock in the back of this picture.



We headed back to the Maritime Museum which only charges \$1 for admission. While there were other exhibits, the main focus of the museum is the historic, Civil War naval battle, the first between two iron-clad ships, the USS Monitor and the CSS Virginia, that took place in nearby Hampton Roads. The museum has artifacts from the Monitor and there is a partial, fullship replica of the Virginia. FYI, the Virginia was built using the hull of the USS Merrimack, which was a large, steam-



powered frigate built in 1854. When Union forces abandoned Norfolk in April 1861, the Merrimack was burned to prevent the CSA (Confederacy) from using her. The CSA raised the hull and used that to create the Virginia. However, the Merrimack was built for use in the ocean with a 22-foot draft, which proved to be a significant detriment in the shallow waters of the lower Cheasapeak Bay.

Next we headed to Yorktown, which was the site of the last major battle in the Revolutionary War in 1781. With our Historic Triangle Tickets (BTW, Emmet, age 5, was free everywhere), we had access to the state-run American Revolution Museum there. This is a large, modern museum with many indoor exhibition galleries and films, and outdoors there were a Continental Army encampment and a small 1780s farm. Leaving there, we drove through the historic town to the actual battlefield, which is a National Park Service site. Admission was free with our Triangle Tickets. The NPS site has a movie and a small museum. We left and tried to drive around the battlefields, but some 241 years later there was not much to see except some earth berms and a few colonial buildings. We headed back to the resort to use the pool.

Thursday was our last full day so we made the most of it. Our first stop was at the Lee Hall Mansion.



FYI, this Lee was not related to the CSA General Lee. We had pased this earlier in the week but it was only open Thursday–Sunday. This is an historic brick plantation house built in the 1850s. The surrounding community and nearby train station are named for it. While once a plantation, its last use was as a dairy farm before being acquired by the City of

Newport News as a museum. Leaving the mansion, a small rabbit came up to Emmet.

We drove to Jamestown on the Colonial Parkway, a 23-mile-long road that was built by the NPS between 1930 and 1957 connecting Yorktown, Williamburg, and Jamestown. As with Yorktown, there is a large, state-run museum and a separate historical site on the James River run by the NPS. We headed to the historical 1607 site first, which was the first permanent English settlement in the New World. Jamestown ceased to exist as a settlement by 1700, and remains today only as an archaeological site, with some later buildings and a replica of the fort that once stood there.



One issue that plagued the site through its early history was the lack of good water. We drove into town for lunch and then went to the state-run Jamestown settlement, a living history museum of 17th-century Virginia history and culture. Among other things, it told of the Powhatan Indians, an Algonquian-speaking people that had some 30-tribal groups in the area, with a total population of about 14,000 in the early 17th century. The museum closed at 5PM and we headed back to use the pool. Afterwards, we had a quick dinner at Cook Out, a NC-based fast food chain that serves burgers, chicken, BBQ, and is noted for its milkshakes of which there are now 44 varieties. However, I went for a "Cheerwine float" instead.

We checked out Friday at 9:30AM; there were no additional charges on the bill. We headed north on I-64 towards Richmond as I wanted to go home a different way. Near Richmond, we got on I-295 looping north to I-95 and took that to the DC area. We were heading to Leesburg, VA to see Larry Steuber, a friend from my University of Rochester days with whom I reconnected a few years ago. He has been saving shipping boxes for my eBay sales. We had a nice lunch with him and his wife at Clyde's Willow Creek Farm. We left and I was appalled by the number of toll roads there. It cost me over \$15 to drive just a few miles in VA. We stopped in Rockville, MD to see a 2009 Mercury Grand Marquis. My 2003 Merc died recently and I am looking to replace it with a later model, but this car was not for me. We drove on back roads to I-70 and then took the I-695 belt around Baltimore as I-95 was totally "red" on Google Maps. I connected onto US-1 and came back to PA on that toll free. We stopped at the Wegman's in Malvern for dinner and groceries and were home by 8:45PM.

The week turned out better than I expected. This was the most time I have ever spent with Emmet who was good most of the time. Carol took her to Florida last month and they spent a week with my sister, Kathy, in Punta Gorda. While Carol would like another beachy vacation, our next trip together is to Finland from August 23rd to September 2nd. This will be our first international trip since 2019! We're gone separately from July 29th to August 13th. I will be in St. Louis to attend two model railroad events between which I am making a side trip to visit family in Minnesota. Carol will spend one week at Colleen's house in Franklin, CT and another with her family in upstate NY near Utica.

The next day (Saturday, 7/15) I was up early and headed to a train show in Kutztown, PA where I had two tables sell-



ing donated items for my HO club. My sister Kathy came with me to help. The show was okay, but attendance was off compared with previous shows. On Sunday, 7/17, I was at a trains.com show in Oaks, PA manning a display table for the division.

My sister Kathy flew back to Florida on Tuesday, 7/19. With Carol in CT using our only car, I took Kathy to the PHL airport using SEPTA. We took the #55 bus to Olney, the Broad Street Subway to City Hall, and then the airport train from Suburban—all free with our senior cards.



From October 20th thru October 23rd, my wife and I attended Carolina Special, the Mideastern Region NMRA Convention in Charlotte, North Carolina. The following Monday, October 24th was my wife and I's 35the wedding anniversary, Charlo tte seemed like the ideal place to celebrate given my love of model trains

and my wife's love of NASCAR.

On Thursday, I attended the pre-convention tour of the North Carolina Museum of Transportation housed in the former Southern Railroad Spencer Shops. The museum featured all forms of transportation, including a Wright Flyer (it is North Carolina, after all), all housed within the former shops and roundhouse. Railroad equipment included several steam and diesel locomotives and passenger equipment. On weekends, fan trips are offered from the museum, and, for an extra dollar, you can ride the turntable serving the roundhouse. Worth the trip when you're in the Charlotte aera.

On the way back from the Museum tour, I visited Marcus Neubacher's Charlestown, Roanoke and Eastern Railroad, a large, well scenicked, N-Scale layout, operated with Digitrax DCC. While there, I witnessed the operation of a 50-car train upgrade, with helpers on the tail end, using two operators.

Thursday evening, I attended the first of two operations sessions I had signed up for. That evening, I operated on Seth Garner's NYC Piney Fork Branch. Seth's railroad models a portion of the New York Central in northeast Ohio in 1957 and was featured in the August 2018 Model Railroader. I had the privilege of serving as the Dispatcher for the session. As the were no radios, the railroad was a Timetable/Train Order operation and I had to issue Form 19's and Clearance Cards for each movement. It was cool.

On Friday morning, I signed up for the Lionel Factory tour. Lionel, of course is headquartered in Concord, NC, right next to the Charlotte Motor Speedway. Not normally open to the public, even for tours, our group was treated to views of the research and development lab, the testing lab, the photo studio where they shoot commercials, the 150,000 SF warehouse, the parts depot, and the print shop. Yes, the 6464 series boxcars are printed in Charlotte, and we witnessed the printing of boxcars while we were there. We also got to see some of their future releases including the Big-Boy, the Centipedes, and the Cliners.







Friday afternoon, I took in some clinics at the hotel and then visited Steve Mersch's Baltimore & Ohio Railroad. Steve's railroad was a DCC HO scale model railroad based on B&O operations around Cumberland, MD including a scratch-built passenger station and featured both steam and diesel action.

Unrelated to the convention, I should note that the weekend before, my wife and were camping with my daughter and her husband at our usual spot in Brunswick Maryland. The campsite that we use While there were no free samples, those on the tour were treated to free catalogs and a 20% off coupon at their factory store in the nearby Concord Mall, which also featured three operating Lionel layouts. With the coupon, I bought this Lionel Legacy offering.



Little big for the HO railroad, but I couldn't resist as I had ridden behind the real 700 in early September this year at the SOO Line Convention in Duluth, MN.



is located between the CSX Brunswick classification yard and the Potomac River. This year, the Brunswick Museum was open, and I was able to see their model railroad which occupies the entire third floor of the museum. This HO model railroad features a faithful reproduction of the B&O between DC and Harpers Ferry. And the weekend prior to that, I dispatched the regular, monthly operations session at the DelMarVa model railroad club which models the B&O between Grafton, WV and Cincinnati, OH. So, in the first three weeks of October, I got to see in model form, most of the B&O between Washington DC and Chillicothe, OH.

Friday night, I participated in my second operations session on Jack Parker's Piedmont and Western. This time, I drew a yardmaster assignment at the railroad's southern end. Jack's railroad also an HO Scale, Digitrax layout was started in the late 1960's. The Piedmont and Western was a Gorre & Dapheited type railroad with ceiling height mountain scenery housed in two buildings with two 'tunnels' allowing trains to travel between each building.

Saturday included more clinics in the morning along with a trip to the company store (bought nothing), layout room and the contest room. The convention folks had arranged for hotel layouts in each scale Z thru O. Saturday afternoon, I visited Gordon Miller's Pittsburg Northern Railroad, a freelance, HO Scale, DCC layout with multiple trains running. The Saturday evening dinner featured Shane Wilson, President of Scale Trains as

the guest speaker. Shane spoke candidly about the model production process and his love for the hobby was evident. It should also be noted that our very own Superintendent, Joe Walters, cleaned up with the contest awards Saturday night.

The Mideastern Region held their annual business meeting Sunday morning while my wife and I headed to our place in OCMD to spend our anniversary at the beach.

All in all, it was a great convention. The 2023 Mid-East Region Convention will be held in Altoona. If you have never visited such famous locations such as Horseshoe Curve or Gallitzin Tunnels, this may be the convention for you. And this summer, the NMRA National Convention will be held in Texas with both Union Pacific and BNSF already on board as sponsors.

Division Organization

BOARD OF DIRECTORS (elected)

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Superintendent – Joe Walters, MMR (2024) Assistant Superintendent – Rob Hinkle (2023) Clerk – Charles Long (2024) Treasurer – Kevin Feeney (2023)

DIRECTORS AT LARGE

Mike Dettinger – Clinics (2024) Chip Stevens – Publicity (2023) Jeff Witt – Venues (2023)



AUXILLIARY OFFICIALS (appointed)

AP Coordinator – Earl Paine
AP Committee Chair – Joe Walters, MMR
Newsletter Editor/Webmaster – Howard Kaplan

COMMITTEES/DUTIES

EVENTS

Clinics – Mike Dettinger
Layouts – Bill Fagan
Venues – Jeff Witt, Kevin Feeney
Refreshments – Bill Fagan, Joe Walters, Kevin Feeney
Door Prizes – Mike Dettinger, Kevin Feeney
Clinic Video – Chip Stevens, Rob Hinkle
Certificates/Awards/Printed Materials – Earl Paine,
Howard Kaplan

MEMBERSHIP

Publicity – Chip Stevens

Member Outreach – Chip Stevens Membership Records – Charles Long **ACHIEVEMENT PROGRAM -** Earl Paine, Joe Walters MMR, Bill Fagan, Chip Stevens, Steve Hamilton, Mark Wallace

OPS - Rob Hinkle

ITEM DONATIONS -00 Kevin Feeney

MEDIA

Social Media – Rob Hinkle
Webmaster – Howard Kaplan
Newsletter – Howard Kaplan, Earl Paine, Bill Fagan,
Joe Walters MMR, Kevin Feeney, Chip Stevens
Layout Video – Bill Fagan
Photography – Rob Hinkle, Howard Kaplan, Bill Fagan,
Rob Ischinger, Mark Wallace

DIVISION APPAREL – Howard Kaplan

Hobby Shops

Be sure to patronize the following hobby shops that are now offering discounts on model railroading purchases to NMRA members: **Henning's Trains**

128 South Line Steet Lansdale, PA 19446 215-362-2442

henningstrains.com

10% in addition to already discounted prices

Please let us know of any hobby shops that would be interested in advertising or offering discounts to NMRA members.

New Jersey Division 50th Anniversary Car

Tangent Scale Models Bethlehem 70-Ton Riveted Drop-End Gondola in HO Scale All cars are ready-to-run.

We have produced the car in two numbers to commemorate our 50th anniversary:

1968 & 2018

The car has reporting marks NJDX, black with white lettering and data for the 1950s.

The cost is \$35.00 each

OR

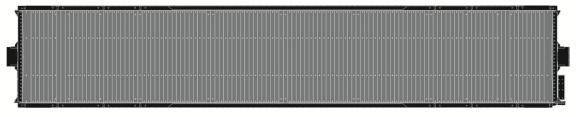
a set of both numbers for \$65.00. To have them shipped USPS Priority: \$9 for 1 car, \$10.75 for 2 cars

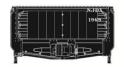
> The cars are available now. Checks should be made payable to "NJ Division" They are selling fast so don't be left out! (Photo/artwork on next page)

Website: https://njdivnmra.org for questions

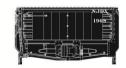
Name		
City, State and Zip	ode	
Telephone	Email	
See Tangent websit	e for more info support@tangentscalemo	dels.com
Return this form to	NJ Division, P.O. Box 276, Crosswicks, N	J 08515





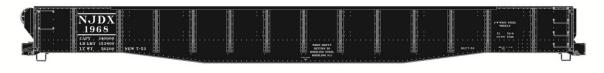












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http://www.youtube.com/c/NMRAORGModelRailroading
If you missed out on any of our previous events, all of the videos are saved on the NMRA YouTube channel:

http://www.youtube.com/c/NMRAORGModelRailroading

Upcoming NMRA Conventions



2023 Texas Express

2023

2023 Texas Express

https://www.nmra.org/conventions/2023-texas-express

Upcoming MER Conventions



Classified

I'm a member of the PhillyNMRA group and I would like to find someone who can help me repair three brass engines—two steam and one diesel.

Thanks,

Cliff Chillemi 484-924-9933 cchillemi@comcast.net

Susquehanna Division

Mini-Con, Blue Ridge Summit, Pennsylvania, Saturday, April 8, 2023

NMRA,MER South Mountain Division and Mainline Hobby Supply hosts its 9th annual Mini-Con at the Blue Ridge Fire Hall, 13063 Monterey Ln., Blue Ridge Summit, PA 17214.

Come enjoy from 9 AM to 3PM, this one-day free event one block north of Main Line Hobby Supply, consisting of prototype and modeling presentations, formal and informal clinics, modular displays, interaction with our fellow hobbyists and beginners plus a 10% discount at Mainline Hobby Supply.

This no admission charge, wheelchair accessible, educational event is open to the public for promotion of the hobby of Model Railroading.

Cincinnati Division, MCR

We'd like to make all NMRA members aware of a new, Limited Edition, HO scale freight car that Cincinnati Division 7, Mid-Central Region is now offering for sale/purchase. It is a N&W HC-46 ACF 2-Bay Covered Hopper in a unique repaint scheme with patched-out data; available in 3 different road numbers.

The following link provides details about it as well as pricing, shipping and ordering information.

https://www.cincy-div7.org/projects.html



Our new apparel source is Daylight Sales. Website: https://www.daylightsales.net/ You can do a search for "PhillyNMRA" to find our items, or click here for the direct link. Email: daylightsales@gmail.com Phone: (888) 557-9899.

We continue to offer the Port Authority polo, with or without pocket, and the short- and long-sleeve button down shirts. As before, you can have your name added. A new offering is a matching cap. Unfortunately patches are no longer available as our emblem is now being directly embroidered onto the items.

Manufacturer's descriptions and specs:

POLO W/POCKET LONG SLEEVE BUTTON DOWN SHORT SLEEVE BUTTON DOWN



ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

Member's Name:	NMRA#:	EXP:
Address:		City:
State/Prov:	Country:	Postal Code:
Date Submitted:	Region:	
list, obtained the necessary sign gional and divisional AP Chairs To qualify for the award the mo- sional AP Chair or another NM	atures and who does not hold MMR: s. AP regulations and definitions app ember must complete the following ch	ho has completed the Qualifications Check- status. It will be administered by the re- ly for scratch building and super detailing, necklist, obtain the signature of the divi- onal Chair. The divisional Chair will sub- den Spike Award certificate.
QUALIFICATIONS CHEC	KLIST:	
1. Rolling Stock (Motive	Power & Cars):	
Display six units of rolling s	tock either scratch built, craftsmar	n kits or super-detailed commercial kits.
2. Model Railroad Settir	ng (Structures & Scenery)	
Construct five structures ei		scenery. r super detailed commercial kits. If a separate from the scene may be presented
3. Engineering (Civil & E	Electrical)	
ballasted and installed of All installed track must be p (e.g. double track main,	ed (e.g. turnout, crossing, crossover on proper roadbed. Commercial troporty wired so that two trains casingle track main with sidings, and trical feature such as power operangs, etc.	ack may be used. an be operated simultaneously I block or command control).
Witness:	Print Name:	NMRA #:
and the second second		Region:

Improve your modeling with a few sheets of paper.

That's just what happens when you join the National Model Railroad Association and take part in the Achievement Program.

No, it's not a bunch of contests. It's modelers helping modelers become better modelers, to get the most out of their hobby. It's a way to hone your skills and become the modeler you've always wanted to be.

And it's just one of many benefits of NMRA membership.

It's never too late to start improving your modeling skills. And your hobby.



