

# Susquehanna

## Sidetracks

www.trainweb.com/mvmra/nmra11.htm

Susquehanna Division #11, MER, NMRA, Inc.      January - March 2001      Volume 9, #1

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### Story from the Roanoke Times

By Zeke Barlow

A day after the historic Virginian Railroad passenger burned down [12 February 2001], a much bigger blow was dealt to rail enthusiasts: Photographer O. Winston Link died of a heart attack, he was 86.

Link chronicled railroad life in the 1950's and became not only an international name in photography, but also captured the last days of the American steam locomotive.

He had been sick for some time when he drove himself to the hospital in Mount Kisco, NY, and suffered a heart attack in route, said his publicist, Tom Garver. Link died before he got to the hospital, Garver said.

There has been recent talk of creating an O. Winston Link museum in the old Norfolk and Western passenger station in downtown Roanoke. Link was lobbying to have the #1218 steam locomotive on display and had said he would not cooperate with the museum project unless the train he described as "the most beautiful engine in the world" was part of it.

For many, Link not only captured the last days of the steam engine, but also froze an innocent time of the world in his camera lens.

Besides the engines billowing steam, Link's photos showed such scenes as folks sitting around a wood stove sharing a story or a young boy waving to the engineers as a train chugged by.

"He was trying to document an era," said a long time friend Joan Thomas, who markets videos for the British Broadcasting Corporation made about Link. "He knew that not only the steam engines were going but also a way of life."

An internationally known photographer, Link was featured in the January issue of Vanity Fair, which featured photographers of the 20th century. His photographs would take days to construct, sometimes, complete with numerous flashes and wires galore. Norfolk and Western would work with Link on his photos, manipulating the trains to his liking.

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### Down The Tracks

Fifth Annual Cumberland Valley Railroadiana and Model station Railroad Show  
Saturday March 24, 2001  
Hagerstown, MD; Information:  
[cvrrcar41@cvn.net](mailto:cvrrcar41@cvn.net)

## Division 11 Staff

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**Division Web Master:** Mel Ange, 48 Oakwood Drive, Delta, PA 17314 Phone 717-862-3937

**Super's Corner:** Greetings to all. I hope your holiday season has been good. First of all, I would like to thank Bob Martin for his hospitality in opening his layout for the Division in November, during National Model Railroad month. I know it was a pleasure to operate a railroad with prototypical actions. I also know as a rookie myself, that my turn at operating my train, probably took twice as long as it should have. I learned there is more to switching cars than what it seems to be, but model railroading is supposed to be fun.

We are working on the Fall convention in 2001, called "Dutch Station 2001", to be held at the Eden Resort from 4, 5 and 6 October. We need volunteers for many of the activities.

Please contact me or any of the other activity persons listed below. We are planning many activities for all members of the family to be involved with. We have clinics for Crafts, an alternative pool party for the kids and others, some first time Clinicians offering everything from Rock Carving, Kit Bashing, Ballasting Track, to Prototype discussions. Prototype tours and open home layouts. In other words, something for everyone to enjoy.

Hope to see you at one of our meets ...  
Brian Brandt, Superintendent

## Editor's Notes:

I would like all of our division member's who have a E-mail address to send me an E-mail.

The purpose of this is to provide breaking information to as many of our member's as possible between newsletter's.

My E-mail address is:  
[www.wnesbit@ddc.dla.mil](mailto:www.wnesbit@ddc.dla.mil)

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## **A Short History of the Anthracite Industry:** By Wm. Terry Nesbit

Anthracite coal was known to exist in Pennsylvania as early as 1698. The mining of anthracite in the United States began around the mid-1700's. A chronological history of the anthracite mining industry is as follows:

- 1762 - Parshall Terry and some Connecticut pioneers discovered coal at the mouth of Mill Creek near Wilkes-Barre;
- 1769 - Obadaiah Gore, a blacksmith, used anthracite for fuel in his forge;
- 1775 - First shipment of coal from Wilkes-Barre to Harrisburg down the Susquehanna River;
- 1788 - Judge Jesse Fell of Wilkes-Barre made nails using anthracite as a fuel source;
- 1791 - Anthracite coal was first discovered on Mauch Chunk Mountain by Philip Ginter;
- 1792 - Lehigh Coal Mining Company, the first coal-mining company in America, was formed by Colonel Jacob Weiss;
- 1802 - Oliver Evans burned anthracite on a grate in Philadelphia;
- 1807 - First regular anthracite trade was begun by the Smith brothers, of Plymouth, PA., who bought coal lands and began shipping coal by arks down the Susquehanna River;
- 1825 - The Schuylkill Navigation Company opened a canal from Mount Carbon to Philadelphia;
- 1826 - The Mauch Chunk Railroad, the first steam operated railroad in Pennsylvania was completed;
- 1842 - First train from Philadelphia to Pottsville [Philadelphia and Reading Railroad];
- 1844 - First mechanical breaker was introduced;
- 1846 - The Canal system had expanded to 643 miles;
- 1867 - The canals had lost most of their business to railroads;
- 1871 - Philadelphia and Reading Coal and Iron Company was chartered;
- 1915 - Large-scale surface mining excavation equipment became available;
- 1917 - Anthracite coal production peaked at 100.4 million short tons per year;
- 1925 - A series of labor strikes began;
- 1941 - The dredging of waterways for discarded or eroded coal reached its peak, when 1.5 million tons per year was recovered;
- 1961 - Surface-mine production first exceeded deep-mine production;
- 1965 - Dredging of waterways ceased operation, as the source of river coal had been depleted;
- 1991 - Bank recovery exceeded both surface and underground mining, at about 40 tons per man-day;
- 1995 - Anthracite production was at 8.8 million short tons per year;
- 1998 - Most anthracite is moved to preparation plants and to market by truck, but railroad restoration is underway, and rail could again provide an alternative transportation system.

## **Points of Contact for Dutch Station 2001:**

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Wm. Terry Nesbit, Prototype Tour and Layout Chair, 5760 Union Deposit Road, Harrisburg, PA 17111-4708; 717-657-9476 after 9 PM E-mail: [wnesbit@ddc.dla.mil](mailto:wnesbit@ddc.dla.mil)

## **G Scale vehicles** By Wm. Terry Nesbit

I was visiting with friends in the Newark/Heath Ohio area from the 3rd to the 5th of November 2000. While I was there, I volunteered to help a local toy fair sponsored by the Granville Quakers.

One of their vendor's was the Toy Station, 909 River Road, Granville, OH 43023 740-587-1657. The Toy Station carries a product line named "Siku".

Siku makes a line of vehicles for G scale: 1:32, the series for the small farmer consisting of 70 vehicles. These vehicles are suitable for both indoor and outdoor use. Siku has a web site at: [www.siku.de](http://www.siku.de)

## **World Trade Magazine December 2000, Trade Winds**

### **Section: Malaysia to join Asia-Europe Rail-Link Study.**

A plan to establish a rail link from Southeast Asia to Europe has moved ahead following Malaysia's decision to join other countries in approving a feasibility study for the \$2.5 billion project. Should the plan ever become realized, it would save significant time and money over the current seagoing route. The 34,000 mile rail link would connect Singapore, Malaysia, Thailand, Cambodia, and Vietnam with Kunming in southern China. Additional routes would be added to bring Laos and Myanmar [Burma] into the system. Once the project gets the "green light" it will probably be completed by 2006.

**Port of Baltimore:** Do you know that the Port of Baltimore was formed in 1706? That they move 36 containers per hour, have two class 1 railroads and a massive highway system and they have a web site at [www.mpa.state.md.us](http://www.mpa.state.md.us) ?

### **Advertising the NMRA:** By Wm. Terry Nesbit

During the middle of November 2000, I received my quarterly American Automobile Association [AAA] magazine. In this was an article on a unique advertising format. Using an automobile or van to advertise product ... a moving billboard. There is a company in California called autowraps, who is using this format.

I sent an E-mail to Connie Rudder, ED of the NMRA on the 16th of November, suggesting that the NMRA could do this on our own. I also suggested that this could be done with at least one vehicle for each division within the NMRA. That is 180 or so vehicles on a world wide basis.

The way this works is, a self adhesive vinyl material containing the advertisement is placed onto a vehicle or it's window(s). This vinyl material will not harm the vehicles finish and is removable.

The vehicle driver could carry with them handouts as to what the NMRA is about as well as membership information and forms. The driver's who would be volunteering their vehicles and time, could write off their mileage as a tax deduction for the NMRA.

I believe this would be an excellent manner to advertise and promote the NMRA. I have volunteered my vehicle to the NMRA as a test bed for this project, if the NMRA wishes to pursue this advertising medium. I would like to have E-mail feedback from our member's on this suggestion at: [wnesbit@ddc.dla.mil](mailto:wnesbit@ddc.dla.mil)

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"It was an impossibly beautiful relationship," Link recently said.

Many individuals over the years have said how much Link's works contributed to the history of the American railroad.

"It is a huge loss," Thomas said.

Staff writer Mike Allen contributed to this report.

## **Susquehanna Division #11 is having elections for Director's at the Annual Business meeting.**

For the first time in our Division's history, we are electing a Board of Director's. This was accomplished when the division up dated the by-laws at last years [2000] Business Meeting.

Director's serve for a two year term and are elected in the year following the election of the division Officer's. There are three positions available and the Director's are to assist the Superintendent in the operation of the division.

The following division members have volunteered to run for Director. These individuals are from areas within the division having the largest majority of our members. That is: Cumberland, Dauphin and Lancaster Counties.

The date and place of our Annual Business Meeting will be listed in the April-June issue of Susquehanna Sidetracks.

## **Biosketches of the 3 individuals running for the Division Director Positions:**

**Bruce Allison, of Lancaster County: E-mail: [bgapond@supernet.com](mailto:bgapond@supernet.com)**

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I started in the railroad hobby as a kid, when I [wisely or unwisely] in 1952 sold my Lionel trains for cash to buy a Mantua 0-4-0 Shifter kit and began modeling in HO scale.

My hobby was put in boxes on the shelf for the next 45 years, as my wife Milly and I raised our four children, who were more interested in slot cars and speed, rather than model railroading.

As my retirement approached from my career in the wholesale distribution business with Raub Supply company and since 1990 as co-owner with my son Rich of "Power-Draulics, Inc., in Lancaster. I was encouraged by my wife to start building that layout I was always talking about.

**My Colebrook & Cornwall Railroad a short line with a Pennsylvania Railroad main line, now takes up a 14 by 16 space, which I land grabbed in our rec. room. I model the 1950's and the 0-4-0 still does the job and is also enjoyed by our nine grandchildren.**

**I have tried to catch up for the time we were raising our children, by attending many train shows and by attending local meets.**

**I feel that I can help the division promote our hobby in some way as a Director, and I would be happy to serve.**

**Alan F. Mende, of Dauphin County E-mail: [afmende@tycoelectronics.com](mailto:afmende@tycoelectronics.com)**

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**I have been a model railroader almost all of my life and work in HO scale. Just before the NMRA national convention at Valley Forge [1993], I finally got off my butt and joined the National Model Railroad Association. When I learned about the MER and the Susquehanna Division, I joined both and have attended both divisional and regional meets.**

**I am involved in the Achievement Program and have my Master Builder's certificate as a Model Railroad Author. I am currently working on my Master Builders certificates in Motive Power, Cars and Structures. When I do not enter model contests, I try to serve as a Judge [through I'm still learning from those with more experience] to discover ways to improve my modeling.**

**Perhaps, because I am an Industrial Arts teacher by training and a standards engineer by employment, I enjoy writing articles for the hobby press. In my articles I want to project a "you can do it" attitude to other model railroaders, because too often I have heard, "Oh, I could never do that." This, in part, is a way I can give back to a hobby that has given me so much enjoyment.**

**Scott Turner, of Cumberland County; E-mail: [turner@comcast.com](mailto:turner@comcast.com)**

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**My name is Scott Turner and I am seeking the office of Division Director. I have recently moved to Mt. Holly Springs from the Philadelphia area, with my wife and 1 year old daughter. Talk about a change in the scenery, from the city life to the great outdoors!**

**While I am new to the NMRA, a member of one year, I feel that I could bring allot to the division. One thing that I would like to do is ... "to get younger people involved in our fantastic hobby of model railroading."**

**Younger members would bring in different outlooks and fresh ideas to our hobby. Without these younger member's, there will be no new model railroaders in the future and our exciting hobby will dwindle away.**

**My interests are in HO scale and I model mainly the 1990's and ConRail. I currently have a 8 by 6 layout. The really nice part about moving to a new house is that I have a very large unfinished basement. Later on this summer, I hope to start on a new and much larger layout.**

**I look forward to serving as one of your Division Director's.**