

# SUSQUEHANNA SIDETRACKS

An Official Publication of the Susquehanna Division,  
Mid-Eastern Region of the NMRA  
Vol 26 No. 2



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## Superintendent's Desk

This year's is flying by. As I get older it seems that time speeds up. First a quick update on my wife, Melanie. She is improving and getting stronger. She is doing more and more for and by herself. The incision is healing nicely. She still has a bit to go. The next step is to start radiation treatments.

Construction projects on the layout are progressing. Although they are progressing a bit slower than I would like. As I sit to write this it is a beautiful Saturday in April. I am an early riser and no one else here is. So, this gives me a chance to sit and write without interruptions. However, at some point I will stop and take a break. Josh and I are going to make a trip to the Strasburg Rail Road Museum. Just for clarity our reason for the trip is to do "research". At least that is what we tell Melanie.

This is the May edition of Sidetracks and with that comes our elections. This year it is for our officers. This year we only have one individual running for each of our three officer positions. As always it would be nice to have more than one candidate for each office. Please see the election article on page six and seven for the voting instructions.

The May 5<sup>th</sup> event is going to something very special. We will start at the Bricktown club in Mount Union. Two of the events that I am personally looking forward to are the engine house at Mount Union. Let's be honest who does not want to see the standard gauge switcher that has been hidden away all these years. My other item, being extremely interested in the brick industry is touring the Harbison-Walker Refractory Plant. Again, I will be doing "research". Our thanks go to Lee Rainey and Barry Schmitt for arranging this event. Please see the article on page twenty-two.

The June 9<sup>th</sup> event will also be special. Jerry Britton has made the arrangements for us to meet at the former Pennsylvania Railroad station at Lewistown. The Pennsylvania Technical & Historical Society has their archive library stored there. Again, another day for doing "research". Please see the article on page twenty-five

The fruit of our "research". The PRR H30 covered hopper has been moved outside.



The advantage this has is it allows photographs of both sides of the car. One of the reasons for my joining the NMRA was to up my modeling skills. That means paying attention to details. There was a time when I did not bother with the brake system details. And on some models, I still don't. However, on hoppers and covered hoppers it is exposed on the brake end of the car. So that means I need to pay more attention to the details. So, while I was taking pictures of the brake system I came across a detail that I never saw before.



Right below the brake cylinder was a diagram of the cars brake system.



So, as you are out on one of your "research" pay attention to the details. You never know what you may find on one of your "research" trips.

Tim Himmelberger

## Susquehanna Sidetracks

Official Newsletter of the Susquehanna Division  
Mid-Eastern Region, NMRA  
1168 Caspian Drive, York, PA 17404

Contributing to Susquehanna Sidetracks

Sidetracks welcomes contributions from the Division membership. Letters, articles, photos and other items may be sent to the Editor at the e-mail address listed below or the street address above. Deadline for submission for the next issue is June 1, 2018, formatted in Times New Roman font 12.

### Board of Directors

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## Membership Information

Susquehanna Division website:

[www.susquehannanmra.org](http://www.susquehannanmra.org)

Mid-Eastern Region website:

[www.mer.nmra.com](http://www.mer.nmra.com)

## National Model Railroad Association

8414 Gulf View Drive, Suite A & B

Soddy Daisy, TN 37379-2200

[www.nmra.org](http://www.nmra.org)

## Second Section – Tedd Pounds

Hello everyone!

I encourage all members to consider submitting an article or some photos of your layout or modeling projects to our newsletter. Do you have something that you have discovered that may be of interest to others? Put something on paper, include a few pictures and we will make it work. Thanks!

*Tedd*



## New Members Mar—Apr 2018

Brian Lane

John Nesbitt

Wade Woodcock

Canadensis PA

Myerstown PA

Mount Union PA

# Division Officers Election

It's May which means it's time to elect our officers for the next two years: July 1, 2018 – June 30, 2020.

Our Division by-laws establish a seven-member BOD - three elected Officers (Superintendent, Assistant Superintendent, and Chief Clerk), and four at-large Directors. The officers are elected to a two-year term in even-numbered years and hold office from July 1 of that year to June 30 of the following second year. The four BOD Directors are elected to two-year terms in odd numbered years with our current directors serving the term July 1, 2017 to June 30, 2019.

With some regret I will say that presenting the slate of officers is somewhat easy this year. The reason being is all three candidates are running unopposed. The list of candidates is as follows: Their email addresses are provided if you would like to contact them.

Restating the ballot guidance: you can only vote for candidates for each office.

Superintendent: Tim Himmelberger ([timh@susquehannanmra.org](mailto:timh@susquehannanmra.org))

Assistant Superintendent: Tedd Pounds ([director@susquehannanmra.org](mailto:director@susquehannanmra.org))

Clerk: Paul Tice ([director@susquehannanmra.org](mailto:director@susquehannanmra.org))

## NMRA SUSQUEHANNA DIVISION 11 (MER) 2018 OFFICER BALLOT

Your BOD has approved electronic (email) voting for this election cycle in addition to traditional USPS ballot mailing. You do not have to use the below ballot form – use whatever format works best for you. Send your ballot to Howard Oakes, at [howard.oakes@baesystems.com](mailto:howard.oakes@baesystems.com) or Howard Oakes, c/o NMRA, 301 Moulstown Road, Abbottstown, PA 17301-8912. Howard will confirm every received ballot with either an email or post card response based on your delivery mode. Deadline for receipt by either delivery method is May 31, 2018. Results will be presented in the July Sidetracks.

### ONLY VOTE FOR ONE (1) CANDIDATE FOR EACH OFFICE

You may write in any member of our Division. However please confirm with that person that they will be willing to serve in that capacity.

# DIVISION OFFICERS BALLOT

## **SUPERINTENDENT**

\_\_\_\_\_ Tim Himmellberger

Write In: \_\_\_\_\_

## **ASSISTANT SUPERINTENDENT**

\_\_\_\_\_ Tedd Pounds

Write In: \_\_\_\_\_

## **CLERK**

\_\_\_\_\_ Paul Tice

Write In: \_\_\_\_\_

---

Below Only to Notify of Ballot Receipt Your Name

(print): \_\_\_\_\_

Email Address: \_\_\_\_\_

Home Address (if sent by USPS):

\_\_\_\_\_

(Questions – call Tim Himmelberger at 717-675-7475)



# Re-Motoring, Detailing, and Painting a Brass Import PRR Class F3 2-6-0 Mogul

by Jerry Lauchle, State College, PA

This HO-scale model of a PRR Class F3 2-6-0 mogul is a Gem Models import. This photo is what the model looked like at the time of purchase from Tommy Gilbert's. The first owner tried unsuccessfully to install a working lamp in the headlight; notice how crooked it is.



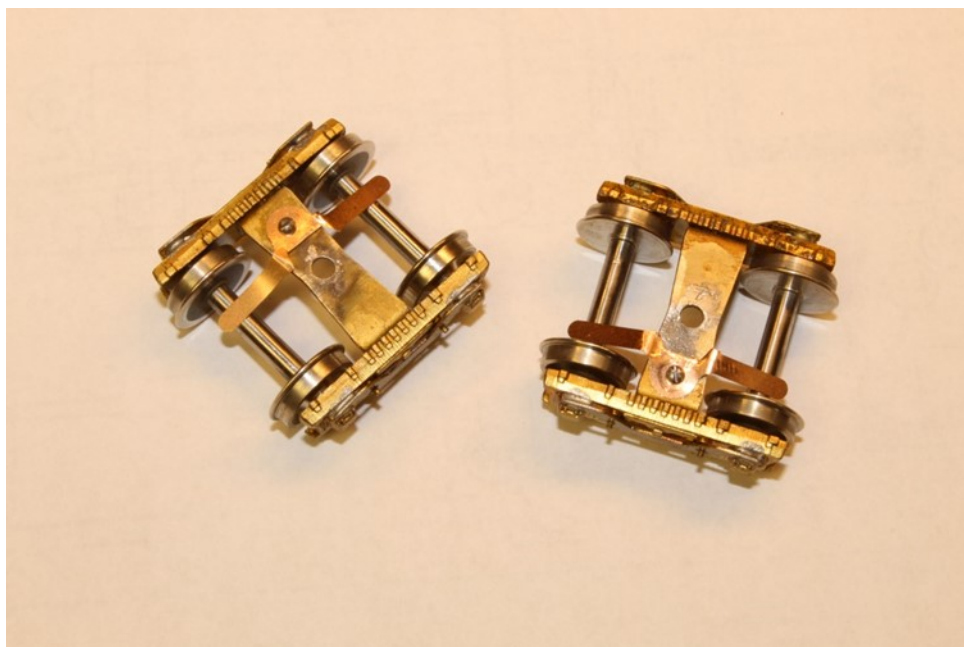
The PRR F3 class moguls were first built in 1901 at the Altoona shops. They had 20" x 28" cylinders and 62" drivers. They were primarily used for express freight.



The original brass locomotive was DC with an open-frame motor. It did not run when I purchased it. I proceeded to dismantle the model completely in order to put a new motor in it, to add a DCC decoder, a speaker, and front and back LED lights. The following photographs show all of the re-work I did to this model

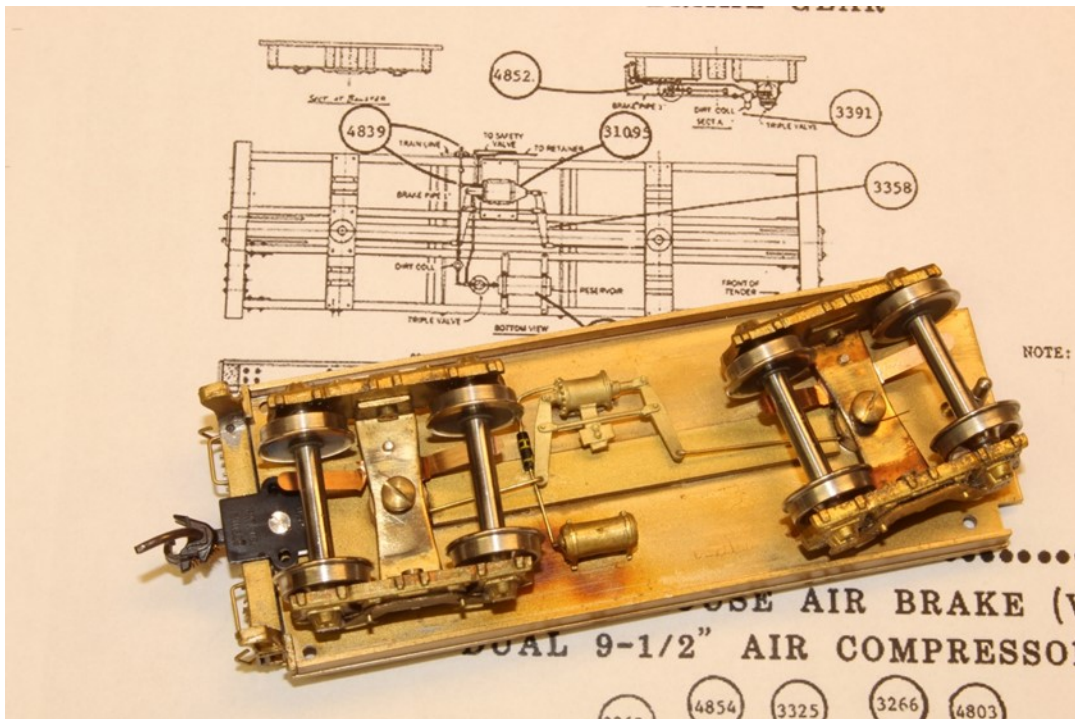


I added scratch-made phosphorous bronze electrical pickups to the tender trucks.

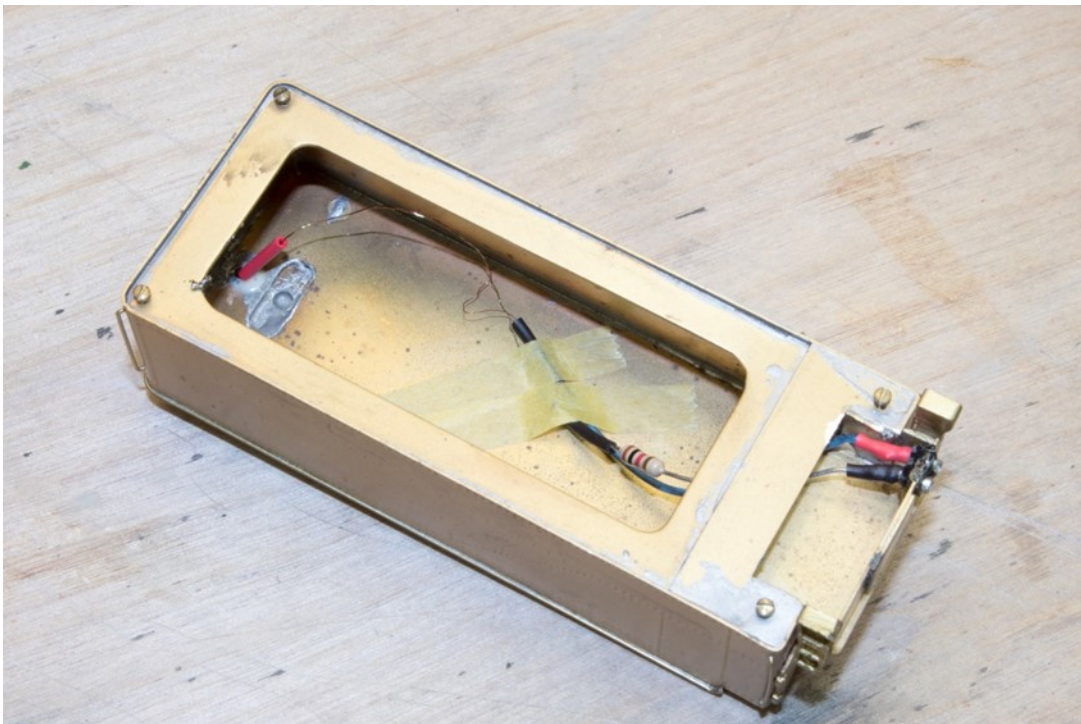




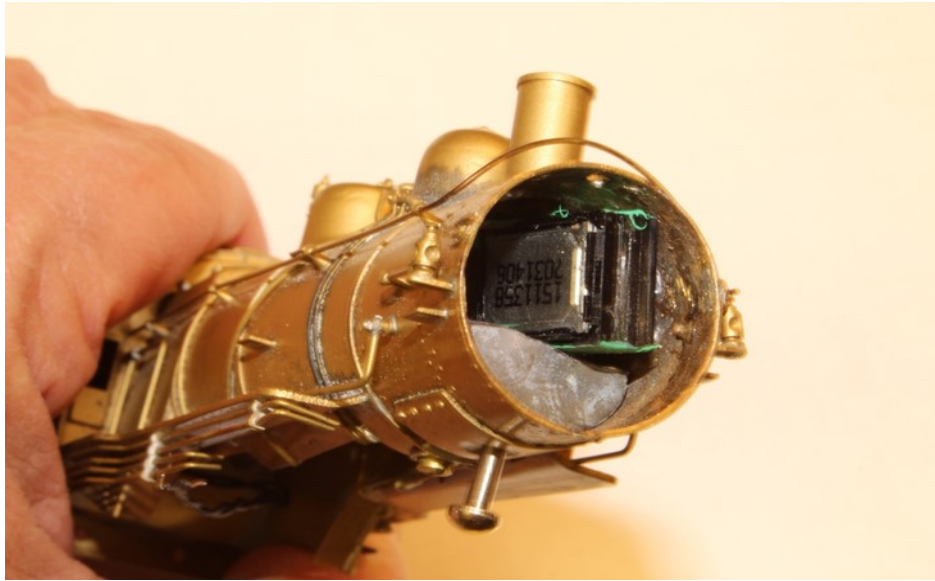
The underside of the tender was detailed with a CalScale brass U-brake set.



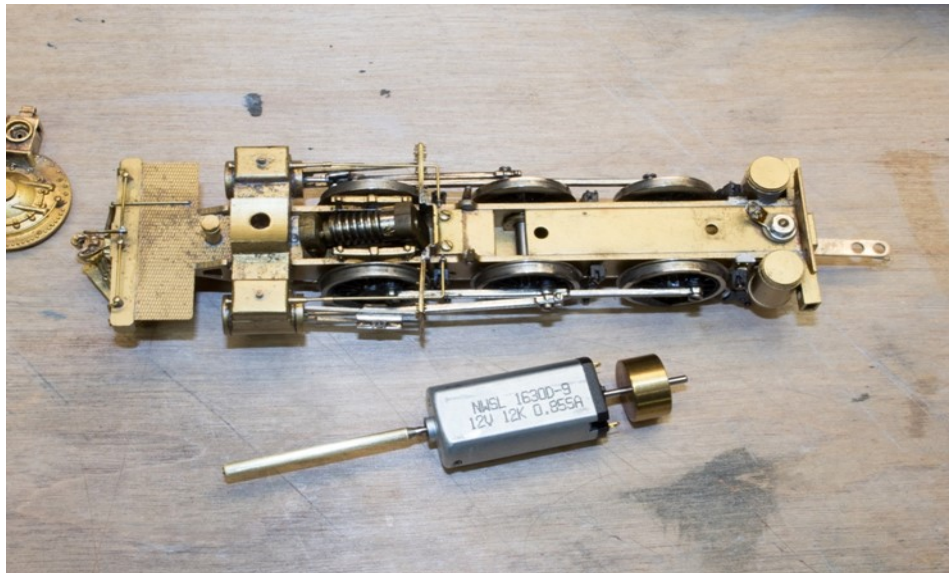
I added a Precision Scale brass backup light to the tender. I then inserted an Ngeineering micro LED in that housing and wired it with 37 gage magnet wire (see <http://www.ngineering.com/> for detailed instructions on how to solder 37 gage magnet wires to micro LED's)



The front headlight was removed from the smokebox, cleaned up, and re-soldered to the faceplate on the front of the smokebox in the position seen in the prototype photo. Again, a Ngeineering micro LED was wired up and inserted into the headlight housing. In addition, the LocSound speaker was mounted in its baffle and placed inside the smokebox



The open-frame motor was then replaced with a precision NWSL can motor. The original gear box was retained. The worm gear shaft was made from a piece of brass tubing of the correct diameter. It was bored out to the proper diameter and epoxied to the shaft of the motor. The motor was run before the epoxy had set to assure that there would be no wobble to the shaft. A NWSL flywheel was added to the opposite shaft. A motor mount was made from solid brass.

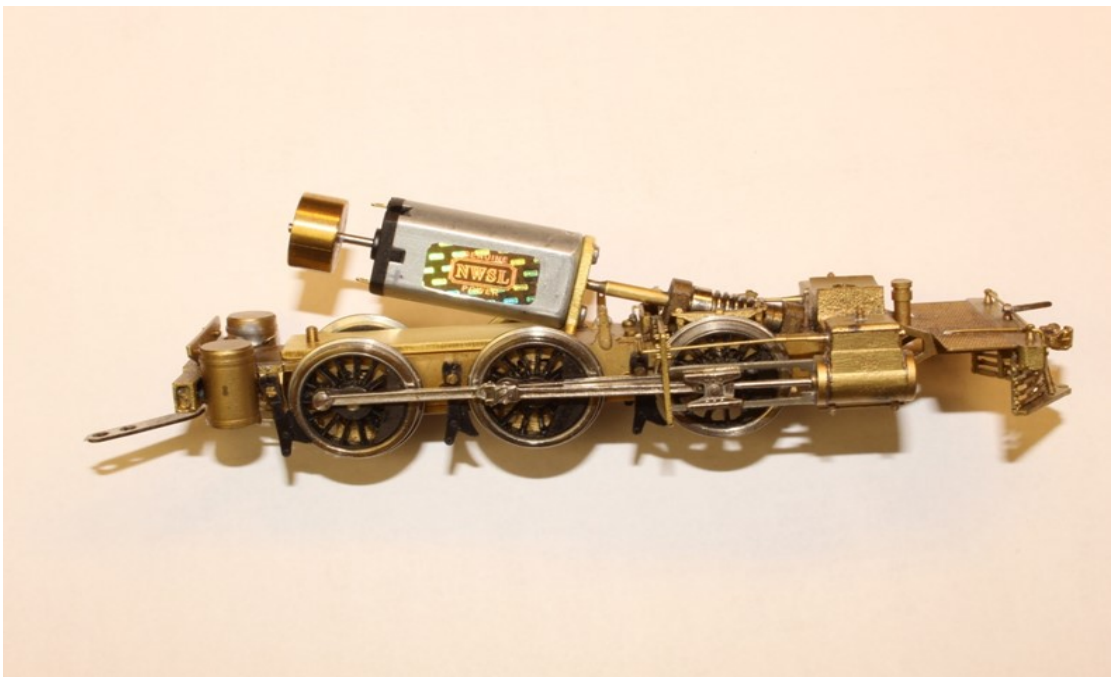




Motor mounting screw holes were bored into the brass stock before bending it to an obtuse angle of 120°.

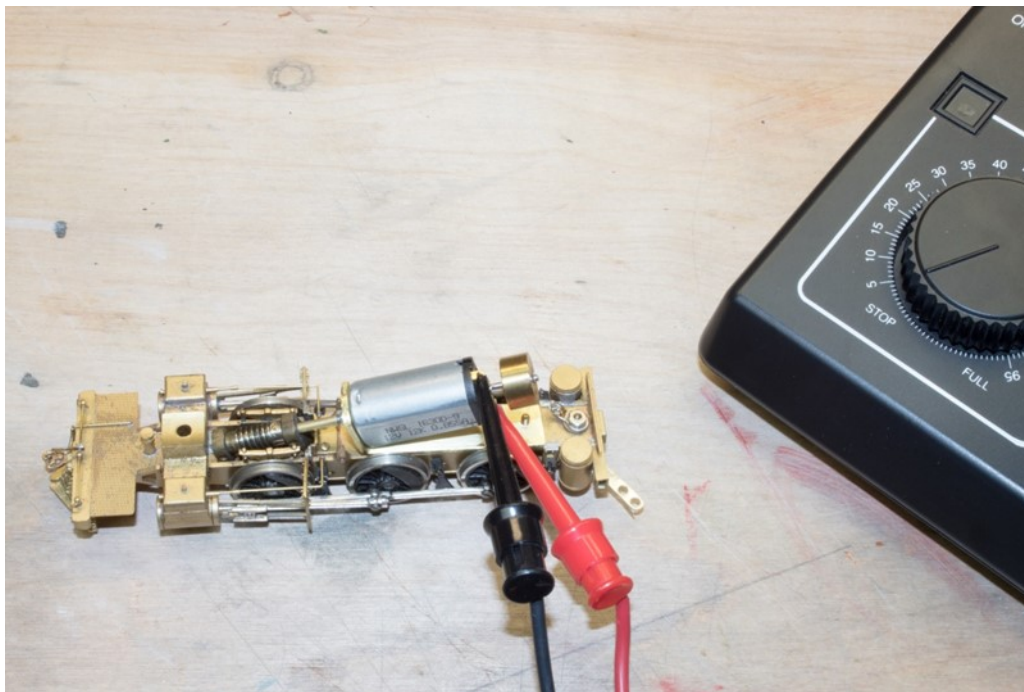


After bending, resistance soldering filled the gap and strengthened the motor mount.

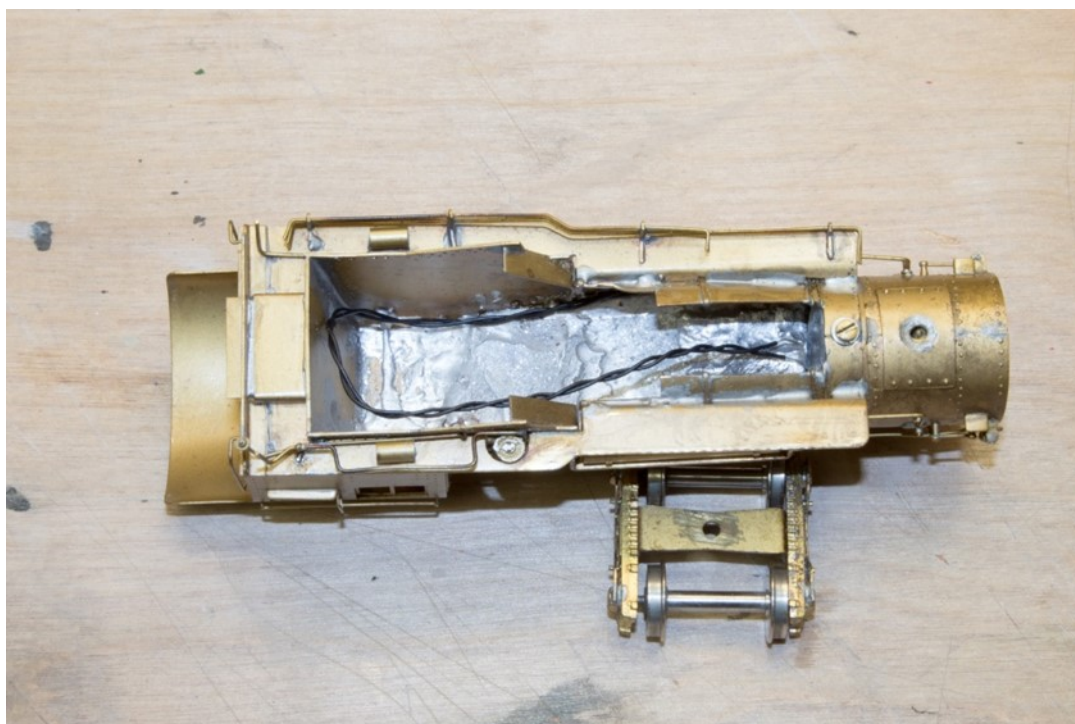




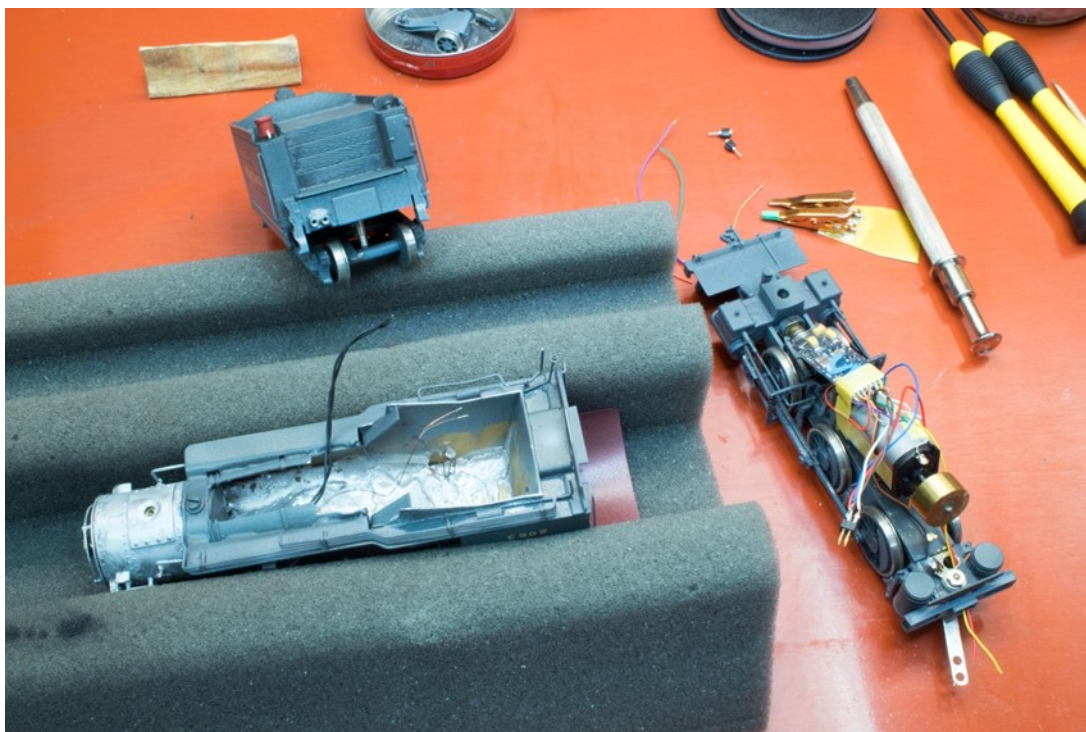
The can motor installation was tested on the bench to make sure everything ran smoothly.



I filled the top half of the boiler with low-melting point alloy (Cerrobend) for weight before painting the model and installing the decoder.



The decoder was attached to the top of the can motor with a 1/16" thick foam pad that had adhesive on both sides. I attached female mini-connectors to the speaker and headlight wires and the male connectors to the appropriate leads from the decoder; likewise for the tail light in the tender.



I airbrushed primer on all the brass while it was still dis-assembled. I then masked off the boiler from the cab roof and airbrushed Floquil "Tuscan Red" on the roof. Note that after the tape is applied, it's good to hit that again with primer to assure that the colored paint does not leech under the tape. After the roof had dried thoroughly, it and the smokebox were masked off, and the remaining airbrushed with "Grimy Black." The smokebox was hand painted with "Old Silver" and the bell and whistle were painted with "Brass." The drivers, rods, and valve gear were blackened with JAX Pewter Black (can be purchased from Amazon.com). Microscale decals were applied to the tender and cab as seen in the photos. Clear jewels from Bowser were added to the front marker lights. Very small raised lettering was found embossed by the manufacturer on the rear of the tender: PRR 2063. I dry brushed that with gold paint to bring it out and decaled the cab sides with locomotive number 2063. I hand painted the details on the backhead and secured an engineer and fireman to the seats inside the cab. The armrests were painted a leather color. Real coal was added to the tender. All weathering was performed with airbrushed "Grime," dry brushed paints, and powdered pastels. A friend of mine, Roger Eicher, from Bellefonte, PA is a LocSound dealer and professional modeler (Roger's Life-Like Train Works, randceicher@comcast.net). He programmed the decoder for me. This locomotive runs very smoothly and the sound is fantastic!





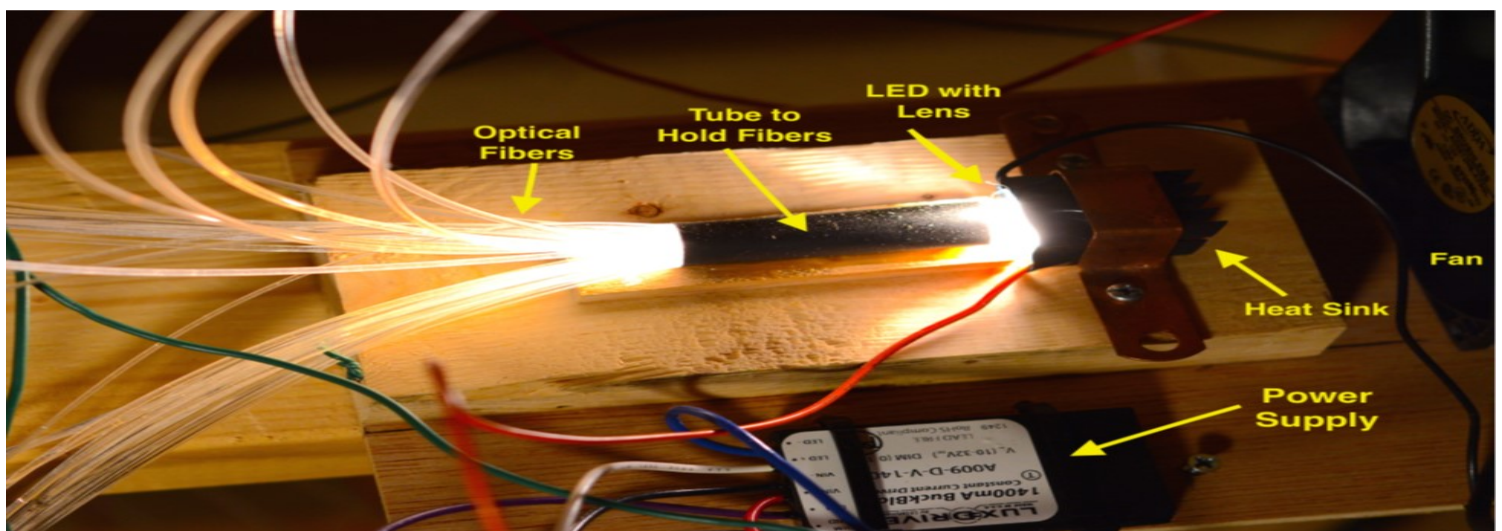


# An Innovative Solution to Lighting Your Hobby

By: Dr. Michael Groves

Lighting can add beauty to any train layout. Having wired up small grain-of-wheat-bulbs over the last 20 years, I have watched with delight as new solutions have come along. First came the addition of LED's to the layout, but these still had the disadvantage of having to wire up the LED bulbs, only this time polarity of wiring was critical. Being able to use prewired LED's is another significant step forward for the railroader who does not enjoy wiring, but it comes at significant expense and under board real estate to light a whole town, and still requires dexterity to mount the LED's inside structures.

I felt there must be other solutions that can offer similar benefits of ease with an intrinsically lower cost structure. What if one could use a single light source, remote from the structures, and deliver it using state of the art fiber-optics? So, a few years ago I started by putting a typical LED to a fiber optic and discovered that the 20mA LED's just don't have the power needed, so the search was on. About this time, car manufacturers were coming out with state-of-the-art LED side lights which added a significant sparkle to the car headlight system. This is what was needed, so I bought some only to find they would start smoking before going out with a loud popping sound. The problem was solved with the use of an appropriate heat sink. Next was to find some suitable optics to take the typical widely divergent LED beam and focus it down to small LED fibers. I eventually put together my first light system and there it was, lighting up some of my buildings. Image 1 demonstrates the prototype set up with the various



**Image 1: Prototype LED Supply with fiber optics**



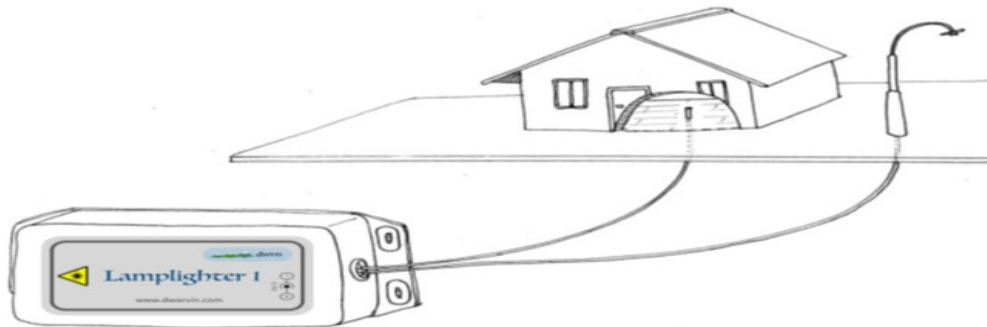
As this was working so well, I decided it was time to involve my grandson, Austin, in the design of multiple units. The Lamplighter™ System was born. It is an aluminum box that holds all the prototype components but with a great deal more rigidity than the prototype and is shown in Image 2, together with lit fibers.



**Image 2: Lamplighter™ Box with multiple fibers**

With a modular unit like this, I could now plan to light up the whole train layout. A huge advantage is that one region could now be lit up with only one LED bulb and fiber optic cabling.

One of the greatest benefits of this approach is the ability to light up buildings in seconds! All one does is mount the Lamplighter box underneath the layout, insert a fiber into the box, drill a hole of say 1/8" underneath an existing building on the layout, and insert the other end of the fiber into the building. A schematic of how it is used on the layout is show in Image 3.



**Image 3: Schematic of Lamplighter used on a train set.**

This step of adding lighting to more buildings may be repeated without the need to wire up another light source making the operation simple. Indeed, with the present configuration, one Lamplighter box can light up between 12 to 13 buildings using 1.5mm diameter fiber optic cables. Some of modelers decide to anchor their structures down to the layout. So how do you go about installing a lighting system in these? With a fiber optic system there is no need to get any other access to a structure than through a small hole in the layout board, and the job is done. Of course, street lights add significant realism to any layout. These are quite a challenge to make with LED's, so I wondered how they would turn out using Fiber optics. One of the keys was to make them look attractive in the HO scale without them looking chunky. Reducing the fiber diameter to 1mm and using very thin walled metal tubing did the job, as can be seen from the street lights in Images 4, and 5.



**Image 4: Streetlights using 1mm diameter fiber optic cable.**

**Image 5: Car lit using Fiberoptic Street Light**

Although they are small and in-scale for an HO layout, they provide ample lighting. With the smaller diameter fiber, one Lamplighter box can provide light for up to 28 street lights. Image 6 shows the Lamplighter being used for both buildings and street lights.



**Image 6: Streetlights and building lighting on the layout.**



Stations, buildings, and streets can now be easily lit as a night train rushes by on its way to the city - Image 7.



**Image 7: Lighting of Train Station as train rushes by**

If colored lighting is desired within a building, colored cellophane can be wrapped around the end of the fiber-optic when inserting it into the structure. A major advantage in using optical fibers with an LED light source is that it provides a so called ‘cold light’ in which there is no heat dissipated beyond the LED. This removes any concern over melting structures or creating a potential fire hazard on the layout.

Another advantage of the Lamplighter System is the very small lighting effects that can be created. An English looking pub that I built from scratch has a beer garden in which needed lighting into a tree and under the typical Cinzano® umbrellas. In this case I used 0.75mm diameter optical fibers, the effects of which are seen in Image 8.



**Image 8: Lights in a tree and lit umbrellas at the Wet Whistle Pub**

A very recent discovery was that if one drills out the headlights of a model car one can have shining lights within minutes using fiber optic cables. The lighting effects are really limited by the railroader's imagination, after all, isn't that what model railroading is all about?

This really is the next revelation in model lighting. The major benefits are:

Adding light to structures in a matter of seconds

No wiring needed

Cold light on the layout - no heat dissipation in structures

Lighting effects are limitless

Cost effective solution using a single light source for many structures

The Lamplighter system is a Trademark of Dwarvin Enterprises.

More details can be found at [www.Dwarvin.com](http://www.Dwarvin.com).

*Dr. Michael Groves is a retired consultant in the Medical Field. His love for trains started as a young boy watching the end of the steam era in England. Now in the USA his hobby, that started again with his 7-year-old son, now has his grandchildren delighted in making components for the track scenes, as well as occasionally running trains.*

*Austin Mitchell is Michael's grandson and has a real engineering mind. He has always been intrigued by his grandfather's train set and has built both the Lamplighter box and the street lights. He is currently being home-schooled and is in his sophomore year of high school.*

*Images are courtesy of Mr. Kai Leong, Mr. Bill Crawford and the schematic is courtesy of Poh Ann Goh.*



# May 5, 2018 Bricktown Event

## Mount Union PA Local Now Boarding Track 1

Mount Union - still Bricktown to its residents - is the location of our Saturday, May 5 Division event. Our hosts are the Bricktown Model Railroaders Association (BMRA).

We'll tour their new home -- a 50' X 100' former warehouse complete with a railroad spur -- and learn about their future plans and extensive building rehab. We'll also take an optional walking tour of the site of the world's largest silica brick factory, and enjoy a presentation by noted historian Bryan Donaldson about Bricktown's extensive railroad history. (Mount Union was the Pennsy's largest Middle Division shipping point and the East Broad Top's (EBT) northern termination point.) Lunch will be at the former PRR freight station (now the Bricktown Senior Center). You'll also have the chance to visit several model railroads, and enjoy the rare opportunity of touring the restored EBT engine house and its sole occupant -- their long-stored #3 0-6-0 1923 Baldwin steam locomotive.

The BMRA club is located at 300 West Small Street, and Mount Union is approximately 80 highway miles west of Harrisburg on US Route 22. Expect lots of action on the Norfolk Southern main through the heart of town. Doors open at 9AM and morning munchies will be provided. The program gets underway at 10AM. Area maps showing the location of all activities will be provided. The program schedule is:

10:00–10:30 Welcome and walking clubhouse tour.

10:30–11:15 Brian Donaldson's presentation on Mount Union and its railroad past.

We then break and let you tailor your remaining program from the following activities:

9:00-4:00 View an On30 modular layout in the club building.

11:00-3:00 Lunch served at Mount Union Senior Center – former PRR freight house.

11:15-12:30 Walking tour of remains of Harbison Walker brick plant which is adjacent to the BMRA building. (This walking tour is not handicap accessible.)

11:30-4:00 Visit 2 large scale outdoor layouts – weather permitting.

1:00-4:00 Visit 3 other layouts: 1 large scale outdoor layout (weather permitting), 1 inside HO/HOn30 layout, and 1 inside On30 layout.

1:00-4:00 Visit Mount Union Historical Society Industrial Museum.

1:00-4:00 Tour EBT engine house and their 1923 0-6-0 Baldwin steam loco #3.

We look forward to seeing you Saturday, May 5, in Mount Union PA

**ALL ABOARD!**



Senior Center Ex PRR RR Depot



E.B.T #3 to be on display



New home of the Bricktown Model Railroad Club





★ Bricktown Museum - 300 West Small Street

## Schedule for the June 9, 2018 NMRA Susquehanna Division meeting

**Location:** Lewistown Train Station 150 Helen Street, Lewistown PA, just south of Business Route 22.

### Time Table:

8:45 AM Doors Open

9:00 - 9:30 **Business Meeting**, Superintendent Tim Himmelburger

9:30 - 9:45 **Overview of Rail Lines Around Lewistown**, Jerry Britton

9:45 - 10:15 **The Pennsylvania Railroad Archives at Lewistown**, Charlie Horan

10:15 – 11:00 **Lewistown Station, Archives, and Tower Tours**

11:00 – 12:00 **Model Showcase** and Handout Open House Maps

Noon – 1:00 Lunch on Your Own

1:00 – 3:00 **Model Railroad Open Houses**

### Overview of Rail Lines Around Lewistown

For the unfamiliar, who think of Lewistown as just another bump on the main line between Harrisburg and Pittsburgh, this was a busy place! This overview will provide a background for railfanning on your own – the fabled PRR Middle Division, the Lewistown Secondary, the Milroy Secondary, and the Sunbury & Lewistown Branch.

### The Pennsylvania Railroad Archives at Lewistown Lewistown Station, Archives, and Tower Tours

The Pennsylvania Railroad Technical & Historical Society, celebrating its 50<sup>th</sup> year, has owned the Lewistown Station since the 1990s. The Society's archives are housed in the station at Lewistown, which was built in 1848. Restoration of the station is complete and work is now underway cataloging and organizing the thousands of PRR documents that are on-hand. The station serves as a research facility for members and others. The Society also operates a small portion of the station for the remaining Amtrak trains that serve Lewistown.

### Model Railroad Open Houses (maps will be provided)

Mifflin County Model Railroad Club, 3 West Monument Square, Lewistown PA

Todd Treaster, 309 Third Avenue, Burnham PA

There is also a new hobby shop in town: The Pennsy Station, 25 West Market Street, Lewistown PA

*Note: The above schedule subject to change and will be flexible to fit circumstances encountered during the meeting*







## LAST CHANCE

2017 M.E.R. – N.M.R.A. CONVENTION CAR  
 PUBLICKER-WARD DISTILLERIES TANK CAR

TICHY TRAIN GROUP KIT

\$18.95 + \$7.50 SHIPPING (up to two cars)

Send check to

Susquehanna div.

206 Stoever Dr.

New Holland, PA 17557

Welcome to the NMRA, Northeast Region's  
 2018 Regional Convention

# NER Convention



Mahwah, New Jersey

September 13-16, 2018

The Erie Limited 2018

September 13 through 16, 2018

Co-hosted by the Garden State Division and the Hudson Valley Division of the NMRA

National Model Railroad Association  
 Mid-Eastern Region  
 2018 Convention

Crossroads of the MER



Clinics • Banquet Speaker—Lou Sassi  
 Contest & Modular Layouts • Operations Call Board  
 White Elephant • Contest & Display  
 Banquet & Awards • Prototype & Layout Tours

October 4-7, 2018  
 Rockville Hilton Hotel  
 1750 Rockville Pike  
 Rockville, MD 20852

For the most up-to-date information visit:  
<http://www.potomac-nmra.org/MER2018/>



WELCOME TO THE GARDEN STATE  
 DIVISION

Celebrating 50 years of service to  
 our members

The Division is your local contact with  
 the NMRA.



The GSD comprises of the following counties of New Jersey: Sussex, Passaic, Bergen, Hudson, Essex, Morris, Warren, Hunterdon, Somerset, Union, and Middlesex plus Richmond county of New York.

Although our members reside in the northern counties of New Jersey and Staten Island, NY (the southern-most area of the NMRA Northeastern Region).

We invite NMRA members from all other divisions to attend our meets and special events as we are invited to theirs..



The Susquehanna Division participates in **The Model Railroad Open House**, held every November. The open house includes layouts in the Susquehanna, New Jersey, and Philadelphia divisions and, this year, we are welcoming the Garden State and South Mountain divisions. Hundreds of layouts over the four weekends of National Model Railroad Month!

You can learn more about the open house on the Division's web site at <http://susquehannanmra.org/Open%20House/Openhouse.html>

The open house schedule will be posted October 1st.

A poster for 'James River Rails Operations Weekend' with a background of a detailed model city. The text reads: 'JAMES RIVER RAILS', 'Operations Weekend', and 'October 19 – 21, 2018'. Below the main image is a horizontal strip of five smaller photos showing model railroading activities: a person working on a layout, a person at a computer, a train on a track, and a person looking at a model. Below the strip is a list of bullet points and a registration link.

- Choose up to 4 operating sessions over 3 days on layouts located in the Richmond and South-Central Virginia area
- Model scenery including West Coast, Great Plains, and East Coast
- Train movements via TT/TO, CTC, sequence schedule, and more
- Operations ranging from mainline “fast paced and disciplined” to branch line “relaxed”
- All layouts DCC controlled – throttles will be provided
- Something for everyone!
- Advanced registration required

**For More Information and Registration:**  
[www.JamesRiverRails.org](http://www.JamesRiverRails.org)



## **May 5**

NMRA Susquehanna Division Bricktown Event  
Bricktown Museum, 300 West Small Street,  
Mt. Union, PA

## **May 9—12**

Pennsylvania Railroad Technical & Historical Society  
50th Anniversary Annual Meeting  
1 Convention Center Drive  
Altoona, Pa  
[WWW.PRRTHS.COM](http://WWW.PRRTHS.COM)

## **June 9**

**NMRA Susquehanna Division Event**  
Lewistown Train Station 150 Helen Street, Lewistown  
PA, just south of Business Route 22.

# PIKE ADS

*The Standard Railroad of the World  
Meets the Narrow Gauge of the East*

## Modeling the Pennsylvania and East Broad Top Railroads in S/Sn3

Visitors welcome by appointment  
Lee Rainey • leerainey@aol.com



Masonic Village & Elizabethtown  
Model RR Club

Meets 7:30 PM First Tuesday  
Sept—June

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