



Volume 28

SUSQUEHANNA SIDETRACKS



An Official Publication of the Susquehanna Division 11,
Mid-Eastern Region of the NMRA

Number 1

Cultural Center Railroad

Founded 2003

Willow Valley Communities
900 Willow Valley Lakes Drive
Willow Street, PA 17584

Welcome to the Cultural Center Railroad – “The CCRR Line” – The “Route of the Cornfield Cruisers”. We enjoy sharing our operating railroad in a world that is 1/87 scale. This particular scale is called “HO”. If this had been a ‘for real’ railroad perhaps the history of this enterprise would appear to be as follows.

The Cultural Center Railroad grew from the imagination and modeling efforts of a group of retired individuals who wanted to expand their horizons with skills they had and add to their skillsets by designing, building, operating and running a miniature railroad. The first group of members asked the Management of Willow Valley Communities for some land (a room) within the newly built Cultural Center. Management agreed that the Cultural Center Railroad could have a 20’ X 23’ room in which to build the empire. The only condition was that the railroad be “designed and constructed in such a manner as to enhance the economic development of the area”. Later the CCRR acquired additional 5’ X 16’ space for a large classification railyard and dispatcher’s area.



Reputedly having little experience in such matters, the original group nevertheless undertook the hobby with the zest of recent retirees – they had enough time on their hands to overcome such practical shortcomings as a lack of capital or knowledge of what they were doing. The railroad was started in the somewhat distant past, somewhere beyond the hills in the fictional town of East Nearby in south central Pennsylvania and it represents the mid-fifties with no specific city or town. Their freight and passengers connect with railroads present in Pennsylvania at the time on their way eastward. These railroads include the B & O, Pennsylvania, Reading, Lehigh Valley, Jersey Central, and the New York Central. The CCRR line also receives freight and passengers from those railroads, extending their journey to or through our beautiful countryside. We interchange with these railroads at the Valley Yard or the Willow Yard.



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Allentown and Auburn Railroad EMD SW switcher #206 in Kutztown, PA.

From the Superintendent's Desk – Tim Himmelberger

Merry Christmas and Happy New Year. As I write this they are still in the future. It is hard to believe that another year has passed. It has been an eventful year. However, looking forward the new year now has a full calendar. Please see the Division calendar on page 5.

Our first meeting of the new year will be February 29th in Allentown, PA. Scott Ungar has been busy working on this meeting. He set a high standard for himself with last year's meeting. I trust you are looking forward to it as much as I am. Please see his article on page 6.

As a follow up to February Pat Mulrooney and Jeff Thompson are working on the April 4th meeting in New Holland. Please see their article on page 12.

May 2nd is Columbia Railroad day in Columbia, where else would that be held. Please see Barry Schmitt's article on page 12.

Further out, Phil Peters and Howard Oakes are working on the meeting on June 20th in New Oxford, PA. And on August 22nd, Dennis Blank is working on another meeting in Denver. October 2nd and 3rd Wayne Betty is working on putting together the annual LSOP, or operate until you drop event. It is not too early to start making plans for next year's convention. The dates are October 15th to the 18th. It will be at the Crowne Plaza Charlotte, NC. The year concludes with the November Open House Tour.

Next year is 2020, which is an even number year. For the Division that means we will be electing the three officer positions. That being Superintendent, Assistant Superintendent and Clerk. This is my fourth year as Superintendent, or the last year of my second term. While our by-laws do not specify term limits for any position, I only intended to serve for two terms. I have been fortunate to work with many of you. And many of you have contributed greatly to the success of the Division. It is now time for someone else in the Division to step forward and take over leading the division for the next two years. So please consider this carefully. The convention gave many of you the opportunity to serve and serve well. This is one more opportunity.

One important note, we are in the process of redoing the Division web page. We all owe a debt of thanks to Wayne Betty for furnishing the division web page for years at no cost to the Division. While the intent is to make the transition seamless there is that guy Murphey out there. So, if it is down or not fully functional that is why. Hopefully there is at worst only a minor inconvenience. David Collison is hard at work on setting up the new web page.



Time to go back in the basement and work on trains. Yes, since the November open house I have been making progress on the peninsula.

Tim Himmelberger

Second Section

Susquehanna Sidetracks

Official Newsletter of the Susquehanna Division
Mid-Eastern Region, NMRA
5 Hardy Court, Lancaster, PA 17602

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 February 15, 2020

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Editor's Message

Greetings!

I trust that all of you have had a wonderful Holiday Season!

With winter here, working on model railroading is conducive to staying warm and getting to projects previously planned.

Beginning with this issue, I initiate highlighting Division model railroad clubs. If you are a club member and wish to share information and photos of your layout please contact me for details. I especially would like to hear from members in the northern and western parts of the Division.

Any articles, events or photos you wish to have published please contact me via email (rjwurst@comcast.net or editor@susquehannanmra.org).

Rich



2020 Division Calendar of Events

February 29 – Allentown, PA – Scott Ungar

April 4 – New Holland, PA - Pat Mulrooney and Jeff Thompson

May 2, Columbia Railroad Day, Columbia, PA – Barry Schmitt and Bill Lesjak

June 20 – New Oxford, PA – Phil Peters and Howard Oakes

August 22– Denver, PA- Dennis Blank

Oct 2 – 3 – LSOP – Wayne Betty

October 15 – 18 Charlotte, NC, MER Convention, Carolina Southern Division

Nov 7 – 8, 14 – 15, 21 – 22 Section-wide Open House Tour

Tim Himmelberger



Durbin and Greenbrier Valley Railroad Climax #3 at Durbin, WV



Blue Ridge Summit, Pennsylvania, April 18, 2020

The NMRA-MER South Mountain Division and Mainline Hobby Supply hosts its 8th Annual Mini- Con at the Blue Ridge Fire Hall, 13063 Monterey Lane, Blue Ridge Summit, PA.

The Mini-Con runs from 9 AM to 4 PM. This one-day free event is located one block north of Main Line Hobby Supply. There will be prototype and modeling presentations, formal and informal clinics, modular displays and interaction with your fellow hobbyists. The Fire House is wheelchair accessible, has ample parking and food will be available for purchase.

For additional information contact Don Flowick by email DJFlowick@comcast.net or phone at 717-414-0660. The South Mountain Division, Mid Eastern Region website is <http://www.smdnmra.org/>.

Leap Day Division Meet February 29, 2020

The Bridgeworks Enterprise Center will be the location of a late winter Division event in Allentown for the second consecutive year. Mark your calendars for the Susquehanna Division's Leap Day Division Meet on February 29, 2020. Last year's event, the first held by the Division in Lehigh County in a long while was attended by more than 30 NMRA members from the Susquehanna Division, Philadelphia Division and the New Jersey Division.

Built as part of a Mack Trucks assembly plant operated until the late 1980's the Bridgeworks Enterprise Center is located at 905 Harrison St. Allentown, PA 18103. The Mack Trucks plant complex was served by both the Reading and Lehigh Valley Railroads with the Lehigh Valley portion continuing in very limited operation under Conrail until being removed in the mid 1990's following the sale of the line to RJ Corman Short Line's Allentown Division (RJCN Reporting Marks).

Prior to the event we will start with coffee and donuts and some time to chat with other members about their modeling projects or other pursuits over the winter. Following the greetings and refreshments we will convene the annual business meeting for the Susquehanna Division.

While it sounds formal and about as fun as a gluing your fingers together, the business meeting can be really informative and interesting. There are some business items that require attention but the meeting is generally full of useful announcements and updates about the Division and Region as well as the dates and locations of the upcoming NMRA activities. The business meeting also includes introductions of any new members, officers or noteworthy volunteers. The meeting will wrap up with the presentation of any awards and achievement program certificates earned by the Division members since the last meeting.

Join us at the virtual track side as Jim Hertzog treats us to an outstanding collection of fallen flag railroad images he took in the Allentown area between 1968-1976. The brightly colored locomotives of the pre-Conrail Reading, Lehigh Valley and Central Railroad of New Jersey will provide an enjoyable break from the black and white we are now accustomed to in the area. In addition to a variety of paint schemes we might also catch some Alco's in contrast to the current blend of EMD and GE power seen today.

The final morning activity is the model showcase where each member is encouraged to bring a model to discuss. It can be a finished project, a work in progress or even some photos, sketches or a mockup of something you are researching. This is a very relaxed discussion on what you are working on and not a presentation so just grab a model from your workbench or railroad and bring it along. The model does not have to be a piece of rolling stock, locomotive or a structure. We have members discuss examples of a diorama, signal equipment, control panels, track assemblies and MOW equipment. We all know you have at least one of those items! So bring one along and share it with the group.

After lunch you can tour some local model railroads that will be open for tours.

Meeting Agenda

9:00am-9:30am	Greetings and Refreshments
9:30am-10:15am	Division Business Meeting
10:15am-10:30am	Break
10:30am-11:30am	Presentation: “1970’s Rail Fanning in the Lehigh Valley” by Jim Hertzog
11:30am-12:00pm	Model Showcase
12:00pm	Lunch on your own
1:00pm-4pm	Local Model Railroad Tours (locations provided at event)

The Model Railroads available to visit include:

Tom Luckey’s CSX Cumberland Subdivision

Tom’s model railroad captures the CSX Cumberland Subdivision from Patterson Creek West Virginia to Weverton, Maryland. The multi-tier model railroad occupies a 35 foot by 40 foot space and covers the time from June 1, 1999 (the Conrail split-up day) through 2006.



A mixed power consist pulls auto racks under the classic B&O signal bridge at Orleans, WV.

Including over 700 feet of double track mainline and four large staging yards the railroad was designed for operations. Train movements are coordinated using a 100% complete prototype signal system featuring B&O Color Position Light (CPL) signals and a homemade dispatchers panel board located in the garage. The signals are also home-made and utilize “old school” analog electronics and circuits. Trains reflect the traffic, rolling stock and motive power for the modeled time period. Following the establishment of the track and signal infrastructure to support the operations, Tom has turned his attention to filling in the scenery.

Charlie Smith's Lehigh Valley RR

Charlie models the Lehigh Valley Railroad in the post steam era. He did not select any particular geographic location but chose instead to reflect the general feel of the Lehigh Valley and built a proto-lanced model occupying a 12' x 25' area. The railroad is a double track, double loop main line using DC block control. Track and switches are Atlas code 100 nickel silver.



A pair of Lehigh Valley Alco RS11's await their next assignment as they idle behind the tower

While Charlie has many more pieces of rolling stock, the railroad can handle about 150 railcars at any given time. He purchased some of these cars in the early 1960's and has fitted them all with Kadee couplers. His locomotives are from Stewart, Atlas, Bowser, Proto, and a few from Athearn.

The railroad features nearly completed scenery with only few locations remaining to fill in. The mainline is ballasted with actual limestone and the long strings of hopper cars are loaded with authentic anthracite. He admits that sometimes enhancement projects are delayed because he enjoys just watching the Lehigh Valley trains move through his railroad and who could blame him!

Bob Stetser's Penn Central Wilkes Barre Branch, Eastern Region, Harrisburg Division

Bob modeled his railroad, locomotives, freight cars, and locations to follow the Penn Central prototype. However, he used a freelance approach for the actual industries, locations of yards, and other scenic details. The railroad is on two separate levels with the lower level representing the Wilkes Barre Branch and the upper level modeling the Buffalo Main Line. While not physically connected both levels capture the look, feel and action of the Penn Central in 1975.

The lower level runs from Sunbury, PA to Wilkes Barre, PA including Buttonwood which was an actual name of a yard in the Wilkes Barre area. Here, the Penn Central interchanges with the Lehigh Valley and Delaware & Hudson railroads at Buttonwood yard. In Sunbury the Penn Central exchanges traffic between Northumberland Yard and the nearby yard of the Reading Railroad. The lower level incorporates numerous industries both large and small including a steel mill, coal mine and ore dock along about 230 feet of single-track main line with passing sidings.



Penn Central Alco RS3 5340 (ex NYC 8340) works the yard while a freight sits in the siding.

The upper level models the Buffalo mainline from Northumberland Yard to Renovo Yard. Switching on this level includes an interchange area with the Reading Railroad at Milton PA, a coal mine located on the Montandon Branch and a large industrial park in the North Bend area. The upper level action takes place along a double tracked, 220 feet long main line.

Work on the lower level started on January 1, 1998 and was “finished” on June 15, 2005 occupying his entire 25’ by 40’ basement. The addition of the upper level provided quite a surprise for his regular group that attends his monthly operating sessions. The bench work, track and electrical components of the upper level were completed in the spring of 2016 in about three weeks between and April and May operating sessions. The scenery for the upper level was completed in the following year.

The railroad operates using car card/waybill system with Timetable and Extra schedule. Train movements are controlled by a dispatcher, including the use of operating signals. Crews communicate with the Dispatcher using radios and trains are controlled by wireless Digitrax DCC. During a normal operating session crews use roughly 40 locomotives to move about 500 freight cars.

article submitted by Scott Ungar

APRIL DIVISION MEET

April 4th, 2020

The April Division meet will be held in New Holland in 2020. The location is Our Lady of Lourdes Social Hall, at 150 Water St. New Holland, PA 17557. The event will begin with coffee and donuts and some time to socialize with other members and discuss their latest efforts with their railroads. The facility will be open at 9:00 AM, with the Division Business Meeting starting at 9:30 and wrapping up about 10:15. The meeting will include announcements and updates about the Division and Region as well as dates and locations of future NMRA events. It also includes the introduction of new members and the presentation of any awards and achievement certificates earned by Division members since the last meeting

We're having two clinics that morning, one on The Basics of Scratch Building presented by Alan Mende and the other on Fiber optic lighting by Michael Groves with Dwarvin "Lighting without wiring". Both of these Gentlemen have extensive knowledge in their areas of expertise and are sure to provide interesting and informative clinics



Following the clinics there will be a modeler's showcase where everyone is encouraged to bring a model to discuss. The model does not have to be finished, it can be a work in progress, a drawing or a mock up or anything that you have been working on that could provide insight and interest to the other modelers. Following the meeting a list of local eateries will be provided along with directions to local model railroads that will be open for tours. Save the date, we look forward to seeing you on April 4th, 2020.

article submitted by Pat Mulroney

NMRA Event

Save This Date - Saturday May 2, 2020

The Susquehanna Division of the NMRA will co-sponsor of the 2nd Annual Columbia Railroad Day. Last year this premier event was a huge success with over 500 attendees who enjoyed all the railroading activities available to them from model railroading, historical lectures and a visit to the facilities of the Columbia and Reading Railway Company.

The 2020 event will feature a Civil War theme and will be held at three locations in Columbia, Pennsylvania. Attendees will be able to visit the Columbia Historic Preservation Society at 19-21 Second Street where they can enjoy the large HO layout on the 2nd floor of the building that houses the Columbia & Susquehanna Model Railroad Club. On the first floor the Lower Susquehanna Model Railroad Club will be displaying their "O" Gauge modular layout which will be surrounded by various displays and activities to be presented by the Susquehanna Division.

The second location will be the Columbia Crossings Center located at 41 Walnut Street where lectures will be held. Here visitors will learn about the history of railroading during the Civil War. Currently scheduled to appear are Park Manager and Ranger Doug Bosley from the Allegheny Portage Railroad Historic Site discussing Civil War canals and their link to the railroads in the area which moved troops and supplies during the conflict. Scott Mingus a noted author will be discussing Civil War railroads from Gettysburg to Columbia. We plan on having additional lecturers giving more information about Civil War railroad history and how the Underground Railroad used the railways around Columbia. There will be food available at this site from "Rosies" a local Columbia restaurant including the local favorite "The Shifter". There are also plans for a Civil War encampment by the river with re-enactors talking about the war.



The third location will be another open house at the Columbia and Reading Railway Company and their parent firm Rail Mechanical Services located at 380 South 4th Street. There will be maintenance demonstrations of the work they do such as hot riveting. Participants will be able to see their current restoration projects and see the equipment they use to do their work. There are many other activities being planned. The local chapters of the Speeder groups will be back again. Food may be available here as well and maybe even a bluegrass band. Various vendors will be present selling everything from model railroading items to railroad memorabilia. This is a great place to visit to see what is involved with working on real (yes 1:1 Scale) railroads.

Getting around to the three sites will be easy. You can walk or drive between the first two sites, drive to the third or take the trolley bus where you will receive more historical information as you travel through Columbia. The hours of the event are from 9:00 AM to 4:00 PM and will be a can't miss event for railroaders of any age or ilk and a privilege for our Division to be involved. More information and details to follow.

Should you have any questions or would like to help with this event contact Bill Lesjak at wclesjak2@comcast.net or call (717)751-2391.

NMRA Event



LOOK SOUTH IN 2020

Carolina Southern Division is proud to be hosting the
MER 2020 Convention

REGISTRATION IS NOW OPEN

Convention activities will include:

- ✦ A wide selection of model railroading clinics, including by some nationally recognized names in the hobby
 - ✦ Tour of the North Carolina Transportation Museum Back Shop and other non-public areas
 - ✦ Tour of the Southeastern Narrow Gauge and Shortline Museum
 - ✦ Tour of Wade's Train World in Brookford, a layout maintained by the CSD
 - ✦ HO, S and N scale operating layouts in the Convention Hotel
 - ✦ Home layout tours in the area, to include The Piedmont & Western and NYC Piney Fork Branch, which were both cover stories in *Model Railroader*
- Operating Sessions

START THE REGISTRATION PROCESS AT THIS LINK:

<http://carolinasouthern.org>

Cultural Center Railroad continued from page 1



The Cultural Center Railroad was not the original name. It was the Agricultural Center Railroad, for it served the rich agricultural underbelly of the Keystone State. Unfortunately, the founders were rather slow to realize the value of transporting coal from the rich ore fields to the north or limestone and slate from the large deposits to the east, and the company foundered near bankruptcy for the first few years. During that time the locals referred to their noisy intruder as the Aggravation Center Railroad. Determined to have the value of their enterprise appreciated, the founders adopted a contracted version of the name and launched a vigorous rebranding campaign to extol the virtues of the Cultural Center Railroad. It took very little time to lose the apostrophe and Cultural Center Railroad became a fixture in the community. (Bet you thought it was named after the building wherein you are seeing it.)

Through the years the railroad has grown and prospered. The founders invested heavily in time and capital. They acquired many new members with additional knowledge to expand and improve the capital assets. The portion of the railroad that is visible today illustrates the diverse nature of the company. The Mountain Division running along the higher ridges serves to transfer freight and coal across the Railroad. Additionally, much of the traffic on the Mountain Division is generated by a large limestone quarry. The Valley Division runs through rich agricultural terrain farmed largely by the Amish and Mennonites. Industrial parks have sprung up around the entire area served by the CCRR. Passenger service has been an added revenue stream as different railroads traverse the line carrying many people.



The wall-mounted TV screen in the eastern sky is the view from the engineer's window of one of the trains traveling the railroad. A miniature color TV camera is mounted in the forward diesel locomotive of a train being pulled by PRR locomotives. By watching the TV monitor, you will take a virtual ride over the CCRR Line.



Cultural Center Railroad “The Route of the Cornfield Cruisers”

Be an observant visitor. You could find such interesting “tidbits” as a hobo camp, an oom-pah band, a circus parade, a trolley making its route through the town, an “unfortunate” witch, an Amish farm with all the animals and people going about their everyday lives. You will also see small towns as Paradise, Westport, or Summit. You may find swimmers and fishermen sharing the creek, or if you are observant, you will see Big Foot wandering the hills. Note the fire in the IRS building. Listen carefully and you could hear hobos entertaining themselves with banjo music, the trolley bell as it makes its various stops, the church bell, the announcements in the main railroad station, the concert in the park, various warning bells and a variety of farm animals and, of course, hardworking steam and diesel locomotives. If the lights go dim, beware of the approaching thunderstorm.



CCRR Special Features:

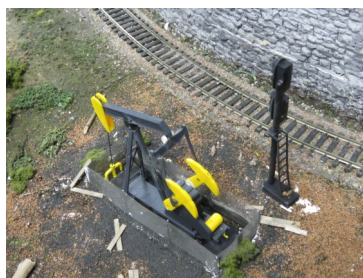
City streets with operating trolley, traffic signal, lighted buildings, some buildings have decorated interiors

A large train station and city park with band music playing and a trailer park

Airport with rotating beacon and airplane take-off sounds

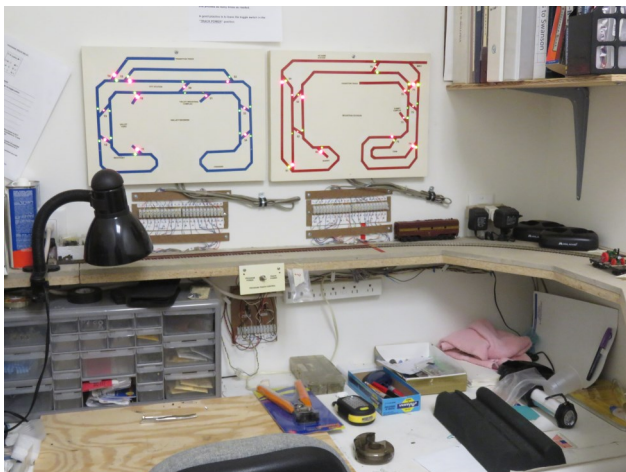
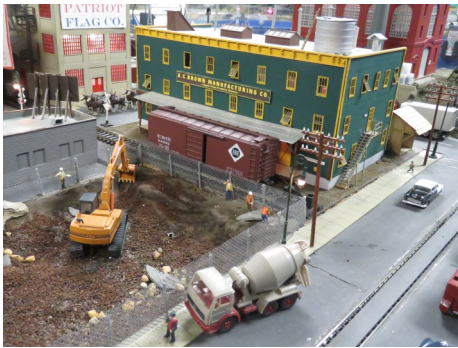
Working warning signals and crossing gates at road and track intersections

Track signals indicating train activity or routing information



Cultural Center Railroad “The Route of the Cornfield Cruisers”

The CCRR is open to the public on the second Saturday of each month between the hours of 10:30 AM and 1 PM. The address for the Cultural Center Railroad (CCRR) is Willow Valley Cultural Center, Lower Level, 900 Willow Valley Lakes Drive, Willow Street, PA 17584



article submitted by Ty Plate

NJ Transit provides details on heritage units

Pennsylvania, Erie Lackawanna, CNJ units help mark 40th anniversary; Con-rail licenses use of names, paint schemes.

By Ralph Spielman | *TRAINS* magazine | October, 2019

KEARNY, N.J. — NJ Transit provided the first public look and more details on its three heritage locomotives and did not rule out the possibility that more such locomotives could follow. The project evolved as part of discussions among several NJ Transit managers who noted how other railroads and airlines used heritage paint schemes to mark anniversaries. A mix of paint and wraps were used to note the lineage of the commuter rail operations that became part of NJ Transit.

The three engines — Bombardier ALP-46A electric No. 4636, now wearing a Pennsylvania Railroad scheme; dual-mode Bombardier ALP-45DP No. 4519, commemorating Erie Lackawanna, and EMD GP40H-2 diesel No. 4109, returned to a version of its as-delivered Central of New Jersey scheme — were chosen because of their specific maintenance cycles and their need to be repainted. The GP40H-2 had last been painted in 1992. When the project was approved, Deputy General Manager of Mechanical Equipment Charlie Tomaszfski assembled a team of carmen, mechanics, laborers, and shop workers to prepare and decorate the locomotives, extending a collaboration that also involved senior and executive-level staff members.



NJ Transit's Pennsylvania-scheme ALP-46A locomotive is expected to enter commuter service in a few weeks.

Ralph Spielman

Contacts within the railroad industry and with railroad historical societies provided technical assistance with paint colors, fonts, and striping details. For the two Bombardier locomotives, 60% of the heritage scheme utilizes a vinyl wrap, with the design of those wraps a collaboration between NJ Transit and the historical societies. The GP40PH-2 was repainted into a scheme reasonably consistent with its original version, using some logo and lettering decals.

After drawings for the designs of the wraps were reviewed internally and externally, Reidler Railroad Graphics of Saint Clair, Pa., supplied and installed the wraps and lettering. Conrail, the owner of the Pennsylvania and Erie Lackawanna names and likenesses, entered into a licensing agreement allowing their use and reviewed the conceptual drawings.



The Erie Lackawanna-scheme dual-mode ALP-46DP will, at least initially, be used on NJ Transit's positive train control test train.

Ralph Spielman

On both the Bombardier ALP-46A and ALP-45DP units, the black “sideburn” sections on the previous paint jobs house blower and electrical runs that require the areas to be unencumbered during maintenance cycles. These areas, defined by hard angles and not curves, made efforts to extend striping or other changes over them appear to be forced. So, the units were wrapped on the sides and ends; the roof areas, trucks and underframes were touched up with black paint to match the existing paint. The wraps are expected to last for a minimum of seven years.

For the GP40, a key design piece was fabricating as-delivered EMD number boards; a non-NJ Transit railroad official made sure that they looked exactly as they did when they left EMD’s La Grange, Ill.,



Currently used as a switcher, NJ Transit GP40H-2 No. 4109 will have HEP equipment installed for use on revenue trains.

Ralph Spielman



Anthony M. Bonelli

NJ Transit officials expect the Pennsylvania unit to enter revenue service in a few weeks. The Erie Lackawanna locomotive will operate on NJT's positive train control test train. The GP40H-2, currently used as a switcher, will have head-end power equipment installed and be used in revenue service. All three units are PTC equipped.

NJ Transit continues to explore options including the possibility of more heritage locomotives operating next year.



NJ Transit's three heritage locomotives are displayed at the agency's Meadows Maintenance Complex in Kearny, N.J.

Ralph Spielman

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

One Masonic Drive
Elizabethtown, Pa 17022

Phone 717-361-5180

Open Houses the first weekend
monthly October thru April

Sat-Sun 2-4 PM

Extra times at Christmas

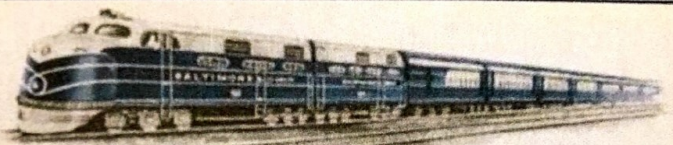


**FORKS RIDGE
RAILWAY**



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*Route
of
the
Whitetail*



B&O WESTON SUBDIVISION (Under Development)

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THE BALTIMORE & OHIO RAILROAD

South Penn Division

Pennsylvania Railroad



Serving Eastern & Southern Pennsylvania and Maryland to Pittsburgh and beyond!

Superintendent - *Robert Charles, MMR*

E-Mail: rcharles@aol.com

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY

1:87.1 DIVISION - ALAN MENDE, GEN'L MGR.

306 MANADA GAP ROAD, GRANTVILLE,
PENNSYLVANIA 17028-8824

PHONE: (717)-469-1047

EMAIL: ALANMENDE@YAHOO.COM



Mountain Division

Freelance-Cumberland, MD to Elkins, WV

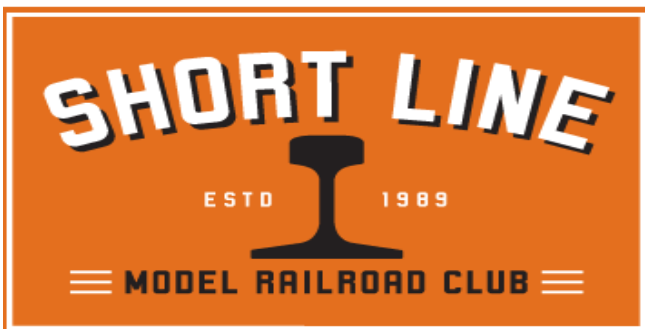
"Mountains, Lumber and Coal"

Jim Long

Chief Engineer

Mechanicsburg, PA

Visitors Welcome - Contact smlgf2000@aol.com

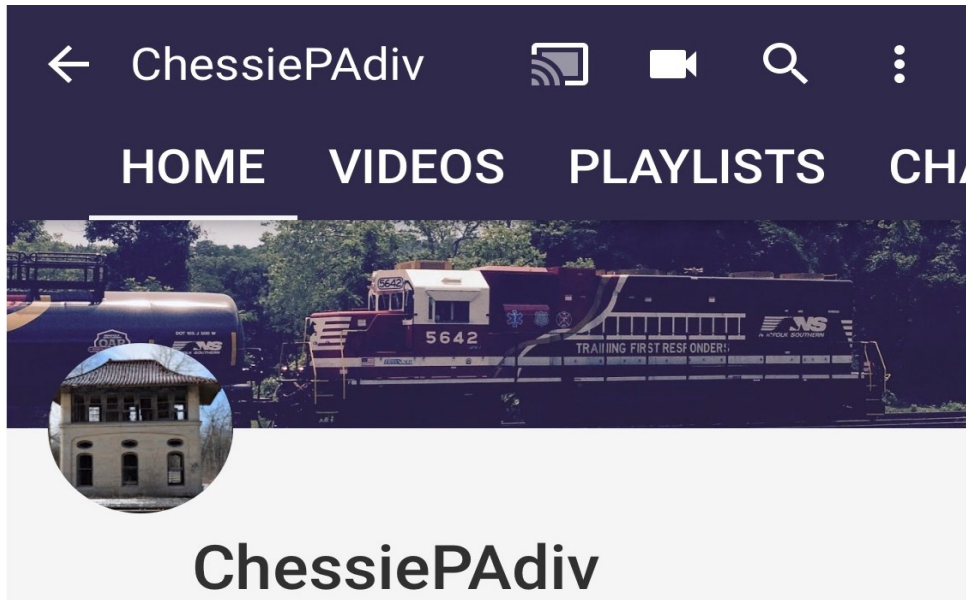


Pike Ads are available for \$10 for a 6- issue year. For information about placing an ad, please contact SIDETRACKS editor,

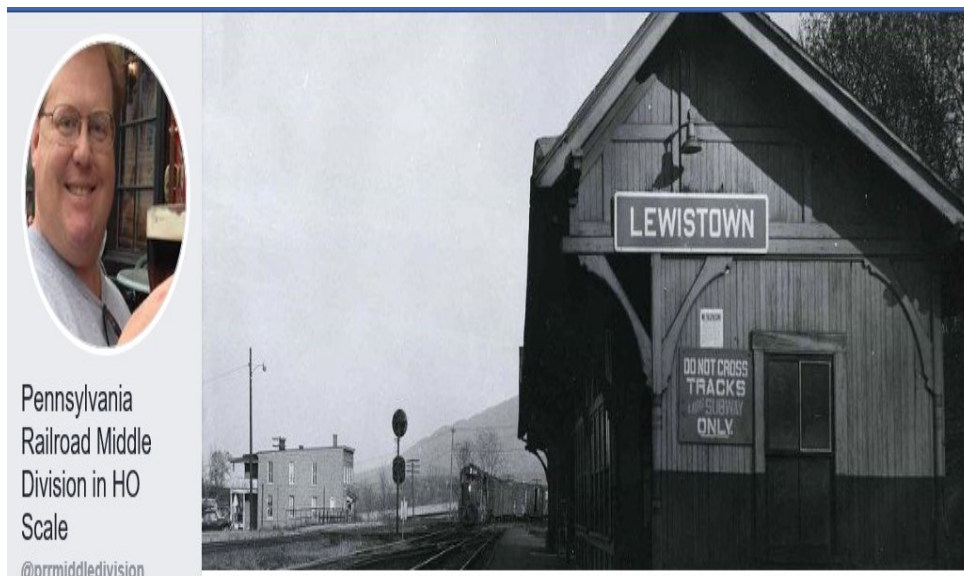
Members' Section

If you have a YouTube page, Facebook page for your railroad, or a blog please consider including a link to it here. Please submit your items to the editor in an email with a photo or two for inclusion in our newsletter.

Scott Unger's Chessie System Pa Division



Jerry Britton's Pennsylvania RR Middle Division in HO



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