



Volume 32

# SUSQUEHANNA SIDETRACKS



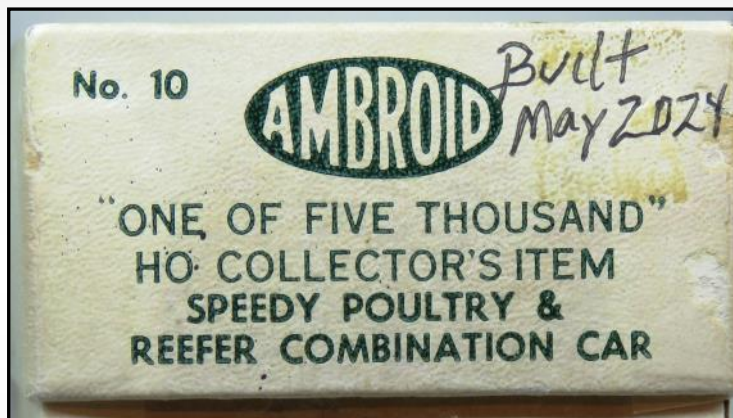
An Official Publication of the Susquehanna Division 11  
Mid-Eastern Region of the NMRA

Number 5

## The Lesser-known Stock Car

In 2019, the Mid-Eastern Region of the National Model Railroad Association held their annual convention at King of Prussia, Pennsylvania. The convention was hosted by the Philadelphia Division. While attending the convention, I had the opportunity to participate in a number of clinics. The one clinic that really caught my attention was entitled “History and Modeling of Poultry Transport Cars”. I believed that only beef cattle and pigs were transported by rail in ‘stock’ cars. I then became intrigued with the subject of the ‘other lesser-known stock car’.

Kaylee Zheng was the clinic presenter. Her PowerPoint clinic outlined the design, history and operation of poultry cars from the 1880’s to 1957 (last car on the rails). Kaylee explained how she researched poultry cars as a result of a commission to build a fleet of HO gauge cars for a fellow modeler. After gathering all the available drawings and written records, Kaylee began designing a typical car using 3D Computer-Aided Design software. Her next step was to 3d print the component parts. Recently, I contacted Kaylee and inquired about her progress on building the fleet of commissioned poultry cars which she had started in 2019. Sadly, she informed me that her commission had been withdrawn and she no longer worked on the project.



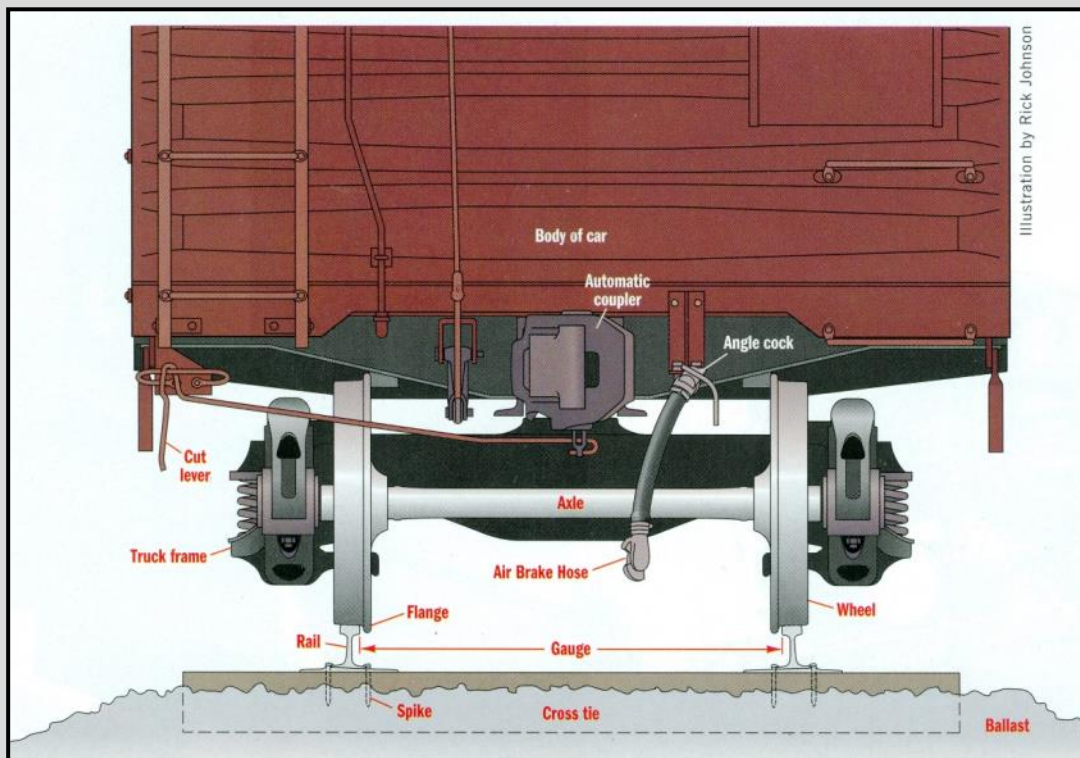
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# Superintendent's Desk

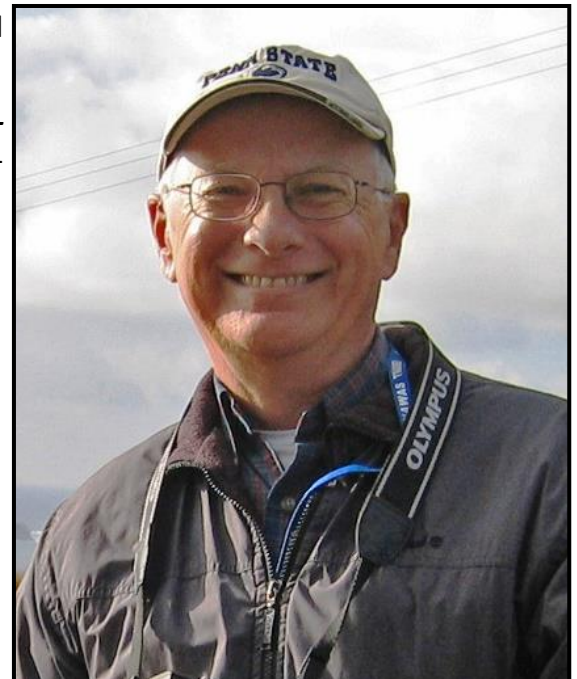
As I write this, we're in the middle of August. For me, that's old car show season. But I've still been able to do a little model railroading. And as the Contest Chair of the Mid-East Region, I'm getting ready to order plaques that will be awarded at the Piedmont Junction convention October 17-20, 2024 in Durham, NC for the outstanding models our Region members build and enter in the model contest.

In late July, our Board of Directors and I attempted to have a meeting on Zoom. Most everyone attended, but my old PC doesn't have a camera or microphone. So I resorted to my cell phone. I could see our Board members; they could hear me, but I couldn't hear them. We ended up postponing the meeting until I could attend at Rich Wurst's house. Either I'm going to have to update my computer or get my wife to enter future Zoom meetings with her laptop. We have had in person meetings in the past, but board members are so widely spread out geographically that even finding a place halfway between the two furthest members would result in everyone driving at least an hour one way. Even though I make homemade pizza when we meet at our house, we're going to rely mostly on ZOOM.

Rich Wurst, our Sidetracks Editor, has expressed a desire to step down. Rich has been editor for six years. He would continue to serve if not for his diminishing eyesight. Please consider stepping up to be the next editor or at least volunteer as an assistant. **This is your organization.** Without a *Sidetracks* editor, current events, Model Showcase, layout features, and 'how to' articles will cease to exist! Contact Rich ([editor@susquehannamra.org](mailto:editor@susquehannamra.org)) for information regarding the newsletter production. If you have the computer skills to produce a Microsoft PowerPoint presentation then the creation of the newsletter is quite similar. Training would certainly be provided so a smooth transition could occur. It should be noted that being editor and/or submitting articles can earn points toward the Achievement Program certificates for 'Association Volunteer' and/or 'Model Railroad Author'.

On October 26<sup>th</sup>, we will meet at Steamtown National Historic Site in Scranton. That's one you won't want to miss. Then, looking ahead to January 2025, we'll have another event in Mechanicsburg just like we had last year. That will be a good time to have our next free raffle where you bring in anything model or prototype railroad related that you no longer need or want.

By the way, check out the September issue of *Railroad Model Craftsman*. It contains my article on powering a Funaro & Camerlengo Plymouth rod-connected gas-mechanical engine.





# Second Section

## **Susquehanna Sidetracks**

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

Contributing to Sidetracks are always welcome. Division members wishing to contribute articles, photos or features may do so by emailing items to the Editor at the e-mail address listed below.

Submissions should be in WORD format with photos sent under separate cover. Photos which are part of the submission should be identified as to their location in the WORD document.

The deadline for submission for the next issue is October 15, 2024.

### **Officers and Directors**

**Superintendent:** Alan Mende [super@susquehannanmra.org](mailto:super@susquehannanmra.org)

**Asst. Superintendent:** Chris Kier [assist-super@susquehannanmra.org](mailto:assist-super@susquehannanmra.org)

**Chief Clerk:** Dean Johnson [treasurer@susquehannanmra.org](mailto:treasurer@susquehannanmra.org)

**Director:** David Ellis [dellis@susquehannanmra.org](mailto:dellis@susquehannanmra.org)

**Director:** Bill Lesjak [blesjak@susquehannanmra.org](mailto:blesjak@susquehannanmra.org)

**Director:** Jim Mattern [jmattern@susquehannanmra.org](mailto:jmattern@susquehannanmra.org)

**Director:** Ken Roth [kroth@susquehannanmra.org](mailto:kroth@susquehannanmra.org)

### **Committee Chairmen**

#### **Achievement Program Chair:**

Bob Charles, MMR [achievement@susquehannanmra.org](mailto:achievement@susquehannanmra.org)

#### **Model Showcase Chair:**

Bill Lesjak [showcase@susquehannanmra.org](mailto:showcase@susquehannanmra.org)

#### **Membership Chair:**

Howard Oakes [membership@susquehannanmra.org](mailto:membership@susquehannanmra.org)

#### **Webmaster:**

David Collison [webmaster@susquehannanmra.org](mailto:webmaster@susquehannanmra.org)

#### **Asst. Webmaster:**

David Ellis [assist-webmaster@susquehannanmra.org](mailto:assist-webmaster@susquehannanmra.org)

#### **Sidetracks Editor:**

Rich Wurst [editor@susquehannanmra.org](mailto:editor@susquehannanmra.org)

### **Susquehanna Division:**

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

### **Mid-Eastern Region:**

[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)

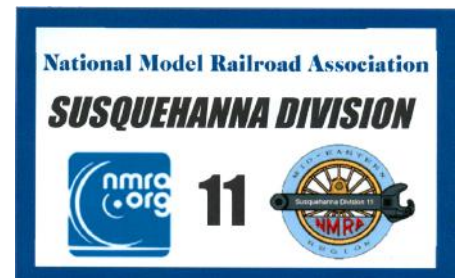
### **EDITOR'S MESSAGE**

With the end of summer, the fall and winter seasons bring a renewed emphasis on model railroading. I encourage all members to participate in the opportunities in and out of the Division. Our officers are hard working volunteers who design and implement events that are educational and just plain fun. Rubbing shoulders with fellow modelers always results in personal growth and social interaction. Taking part in scheduled events inspires our officers to develop more and varied activities. Help make your Division more responsive by submitting ideas and possible clinic topics.

As our Superintendent indicated in his column, I am looking to step down as Editor of **Sidetracks**. My deteriorating vision continues to make publishing our newsletter a tedious chore which previously was quick and simple. I hope someone in our membership will consider taking over this task. Anyone interested should contact me for further details.

Happy Modeling,

Rich



# In Memoriam

## James L. "Jim" Long

June 9, 1938 — August 3, 2024

James L. "Jim" Long, 86, of Mechanicsburg, PA, passed away on Saturday, August 3, 2024. He was the son of the late Lawrence and Helen (Heffelfinger) Long, born on June 9, 1938, in Lynnvilleville, PA.

Jim graduated in 1956 from Catasauqua High School and went on to Lehigh University and then the University of Iowa, where he earned a bachelor's degree in civil engineering and a master's in hydraulic engineering, respectively. He spent a long career with Gannett Fleming, Camp Hill, retiring in 2000 as the head of the Water Resources Division and a member of the board of directors. His career was dedicated to public water systems and quality, working hand-in-hand with local and state governments to design and construct water treatment and distribution systems. He spent time outside the U.S. as well, helping developing parts of the world (South America and the Caribbean) improve their public water quality. He received several national awards for his service. He was dedicated to his profession and established a scholarship at Lehigh for students studying environmental engineering.



Jim developed a love of model trains early in life watching his father put them up around the tree each Christmas. In his early teen years, he built a model train encircling his attic bedroom. He and Hazel took many vacations by train crossing the US, Canada, and Europe. Throughout his life, he has always designed and built sophisticated model train layouts. In retirement, he filled his entire basement with an award-winning layout that included scale mountains, rivers, bridges, tunnels, lumber mills, coal mines, and towns named after his grandchildren. Over the last decade-plus, he also volunteered with the Bethany Village train club, helping with many train and scenery displays that dot the Bethany campus.

Jim played basketball and trumpet in the band in high school and won numerous awards for academic achievement. He also loved nature, camping, and sailing. He had a routine dialed in with his sons to load the van, and then set up and tear down camp like a well-oiled machine. He loved the national parks and camping in the most remote campsite he could find.

In his later years, Jim and Hazel spent time at Smith Mountain Lake in Virginia, which hosted family gatherings, tubing behind the ski boat, swimming in the cove, and many late-night family board game sessions. The house at Smith Mountain Lake also gave Jim another outlet for his passion for landscape design and gardening. When they sold the home there, Jim was getting it ready for the new owner and one of his neighbors commented that he worked harder on a house and yard that was no longer his than most people do on their own home. That was Jim.

Jim was an elder and volunteer at Camp Hill Presbyterian Church. He loved working with his hands and went on many mission trips with the church to Mission at the Eastward in Farmington, Maine, to do small construction projects to improve people's living conditions. He also spent countless hours doing repairs and painting at Christ Lutheran Church in Allison Hill.

Surviving Jim are his two sons, Mark of Seattle, WA, and Gregory (wife, Candice) of Belle Mead, NJ; as well as four beloved grandchildren, Lauren, Thomas, Claire, and Colin. In addition to his parents, he was preceded in death by his loving wife of 63 years, Hazel (Haftel) Long; a son, Scott J. Long; and a sister, Linda Harrington.

Figure 1

Figure 2

# Division Cash Flow Statement

**National Model Railroad Association**  
**Mid-Eastern Region**  
**Susquehanna Division #11**  
**Cash Flow Statement**  
**For July 1, 2023 to June 30, 2024**

<u>Beginning Cash Balance - July 1, 2023</u>		\$10,026.51
 <u>Income for the Year</u>		
Subscription Income	\$0.00	
MER/NMRA - Fall 2022; Spring & Fall 2023 and Spring 2024 Dues	710.00	
2023 Convention - Company Store Receipts	466.50	
- Raffle Receipts	1,037.00	
- Donation	4.45	
2023 Convention - MER Expense Reimbursement	269.42	
- MER Shared Profit	7,417.00	
Coffee Donations - Susquehanna Division Meeting's	78.40	
	9,982.77	
<b>Total Income Received</b>		<b>9,982.77</b>
 <b>Total Cash Available</b>		
		<b>\$20,009.28</b>
 <u>Expenses for the Year</u>		
Company Store Expenses - Howard Oakes	\$94.25	
Raffle Expenses - Dean Johnson	175.17	
Convention Receipts forwarded to MER - %William Wurtzell	1,507.95	
Bank Service Fees	36.00	
Sidetracks Printing/Mailing to Paid Members	64.75	
Donuts - Various Susquehanna Division Meeting's	127.56	
Donation - Good Hope Fire Company	50.00	
Donation - Minersville Fire Co. #1	135.00	
Donation - Annville Train Station	75.00	
Affinity Photo 2 Program	51.93	
Postage	26.24	
	2,343.85	
<b>Total Expenses</b>		<b>2,343.85</b>
 <u>Ending Cash Balance - June 30, 2024</u>		
<b>All Undesignated Funds</b>		<b>\$17,665.43</b>

submitted by Dean Johnson, Chief Clerk



# “What Is It?” revisited

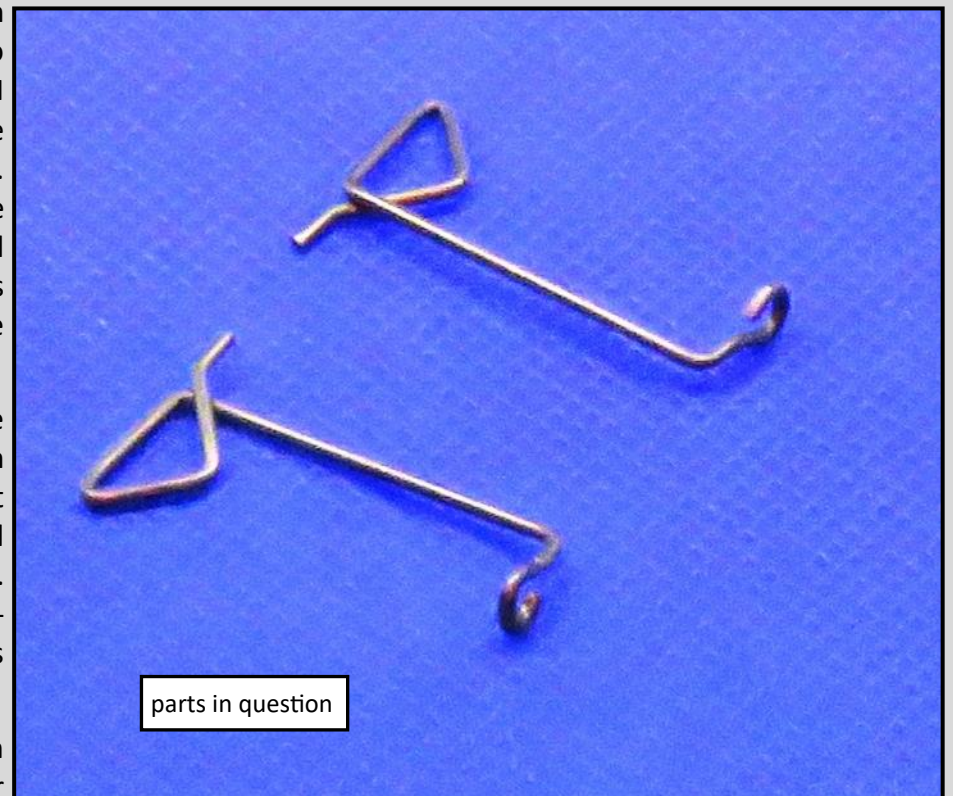
In the July/August issue of Sidetracks, a short article entitled “What Is It” was featured. This article posed the question as to the name and use of the depicted item. The focus of the article was to generate responses by our membership so a ‘mystery’ could be solved.

I patiently waited for answers! However, not one single email arrived! I could not believe that no one had any ideas to share. I began asking myself why?

The possible answers were either no one knew, no one took the time to respond or there was a problem with the email link contained in the magazine article. I asked Division Director Bill Lesjak to try and send me a test email. After his attempt failed, he explained that when he clicked on the link it went to Microsoft Outlook and, since he had no account, asked him to establish an account. At this point he decided not to continue and notified me of the situation. I then asked a couple other friends to try the same procedure in sending me a test email. Their attempts failed also. Evidently, the link goes to a default mail service contained in the operating software of a member's PC. In most cases, it is not the email service that the member normally uses.

To solve this problem, I have removed the hyperlink from all officers’ emails listed in the Second Section on page 4. To contact any of our officers cut and paste the email address into your specific email provider. By using this procedure messages are assured to go through to any of the officers who represent our division.

I am hoping that this new communication method will allow members to contact our division officers. I especially, as editor, would welcome responses to identify the “What Is It?” item and additionally comments about sidetrack articles are most welcome. Contributions of photos, features and suggestions would be a positive means to improve our division newsletter.



Rich Wurst, Editor



# Susquehanna Bridge Improvement Project

## Amtrak's \$2.7B Susquehanna bridge project kicks off

A Flatiron/Herzog joint venture will build the Maryland rail update, which aims to improve reliability and speed on the busy Northeast Corridor.

Published July 25, 2024



Julie Strupp  
Senior Editor

*The 117-year-old Susquehanna River Rail Bridge will be replaced with two spans in order to improve speed and safety on Amtrak's Northeast Corridor.*

*The image by Wally Gobetz is licensed under [CC BY 2.0](https://creativecommons.org/licenses/by/2.0/)*

### Dive Brief:

- Amtrak's \$2.7 billion Susquehanna River Rail Bridge project kicked off preconstruction work on July 19, per an Amtrak news release, with the goal of improving connectivity on the Northeast Corridor, the country's busiest rail passage.
- The existing 118-year-old bridge is the longest moveable span on the Northeast Corridor and serves approximately 110 Amtrak, MARC commuter rail and freight trains each day. Currently, trains must slow to 90 mph when crossing the bridge, creating capacity and reliability constraints.
- The Federal Rail Administration, Maryland DOT/Maryland Transit Authority and Amtrak are partners on the project. A joint venture of Broomfield, Colorado-based Flatiron and St. Joseph, Missouri-headquartered Herzog is the construction manager at risk.

The Susquehanna River Rail Bridge project will help improve reliability and safety, increase trains speeds to a higher limit of 160 mph and eliminate conflicts with maritime traffic, per the release. Work entails building two new two-track bridges in the towns of Havre de Grace and Perryville in Maryland and modernizing five miles of track, including electrical systems and signals.

Amtrak also awarded two other contracts to advance the project. Dallas-based AECOM's team will support completion of the final design and manage the bridge construction phase. Pittsburgh-based Fay Construction was selected to demolish and remove 10 piers that remain from an 1866 railroad bridge that was located just east of the existing bridge.

The first pre-construction work includes utility upgrades in Perryville and removal of the remnant bridge piers from the Susquehanna River. That work is set to be finished by the end of 2024, according to the release, and sets the stage for the start of bridge construction later next year.

The project is funded in part by the Infrastructure Investment and Jobs Act, as well as Amtrak and the State of Maryland. In November 2023, the FRA announced \$2.08 billion in grant funding to support final design and construction for the Susquehanna bridge, part of \$16.4 billion in federal investment from the IIJA for 25 Northeast Corridor projects.

"Amtrak is excited to kick off early work on this important bridge upgrade, one of several major Amtrak infrastructure megaprojects now underway or set to begin by the end of 2024," said Amtrak CEO Stephen Gardner in the release. "Amtrak is advancing a new era of passenger rail with state-of-the-art bridges, tunnels and trains on the way."

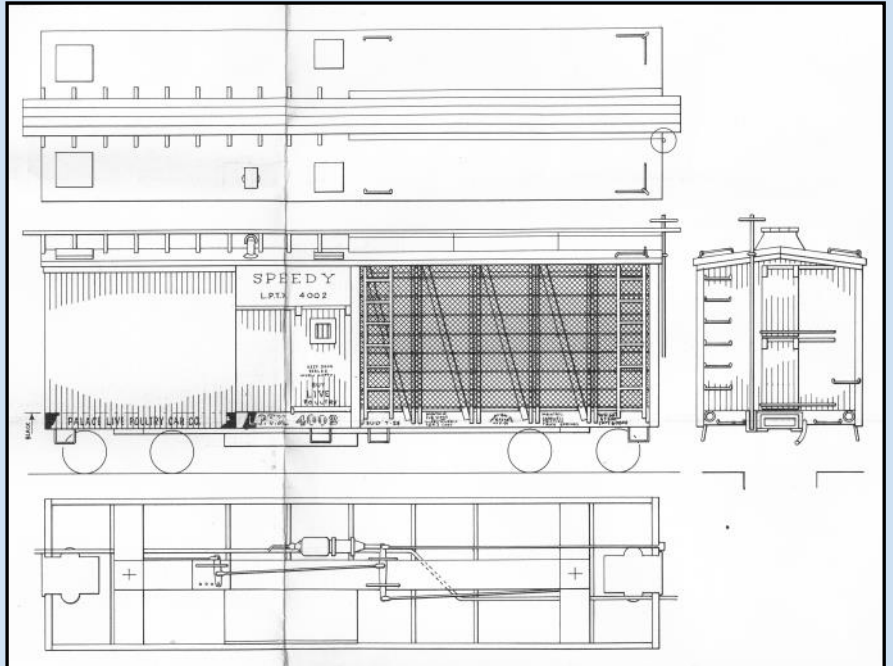




## The Lesser-known Stock Car (cont.)

Poultry cars began riding the rails so fresh poultry could be delivered to cities from mid-west farms. One of the most unusual aspects of poultry cars was the fact that at least one attendant was required for each car. This was not the case for transporting beef cattle or pigs. The attendant's prime duty was combating poultry weight loss from the time of loading to final delivery. In many cases a four-to-five-day journey behind a fast freight train was routine.

Car attendants were usually unmarried, young men. They were responsible for feeding and watering the chickens, geese, turkeys or other fowl being transported. Cleaning cages, gathering eggs and removing injured or dead birds were part of their daily routine. Poultry was weighed upon loading and later at delivery. It was paramount that the stock did not lose weight, but if weight could be gained the attendant could receive a bonus. The car attendant jobs were dirty and downright nasty (especially sleeping with the poultry), however, they paid better than most other manual labor jobs. Traveling the country-side was a bonus for many local boys who were raised on a farm.





## The Lesser-known Stock Car (cont.)

Even though I became interested in poultry cars, they took a backseat to other items going on in my life. Recently, I began collecting a few poultry cars found on eBay. A number of manufacturers, such as Ambroid, Bachmann Lionel and Overland Models (brass). Some of the models were very accurate while others were glorified toys. A short time ago, I came across an old Ambroid kit on eBay. It contained all of the wood and metal parts, minus the trucks, wheels and couplers, that were necessary to build an HO gauge model. Ambroid's design was unique in that it was an improved style which actually was half live poultry car and half reefer. The purpose of the ice reefer was the storage of fresh eggs from the farm and eggs laid by the cargo during transport.



I was able to purchase the Ambroid kit from eBay for a very nominal price. However, once I received the kit and examined the instructions and all the small detail parts it became evident my diminished eyesight, lack of depth perception and skill levels would preclude me from building this craftsman kit. The next step was contacting master modeler Tom O'Connor. Tom's work has been highlighted in several past issues of Sidetracks, our Division's newsletter. Tom agreed and his handiwork is the focus of this article.



As Tom progressed through the build he took numerous photos. Just a handful of photos are shown here since space is limited. With the completion of Tom's work, I decided to create a PowerPoint presentation about poultry cars which could be shared with fellow members of the Susquehanna Division. At a recent Division event held at the old Anville Station in Anville, Pennsylvania I presented the clinic "The Lesser-Known Stock Car (Live Poultry Transport Cars)".



## The Lesser-known Stock Car (cont.)

During the presentation, there was insufficient time to describe the step-by-step building, painting and decaling processes. Therefore, this article attempts to give other modelers a sense of building a craftsman kit. Tom O'Connor is credited with the building of the car while Frank Grill supplied the appropriate trucks, painted the car and applied the lettering (original decals were too brittle to use). Of special note, is the fact that Tom actually stocked the car with chickens! The original kit had no such detail but Tom used his creative talents to add cage rails supporting the 'live' stock.





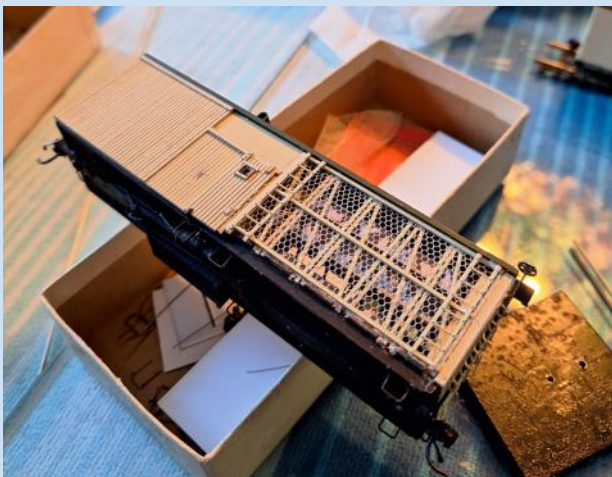
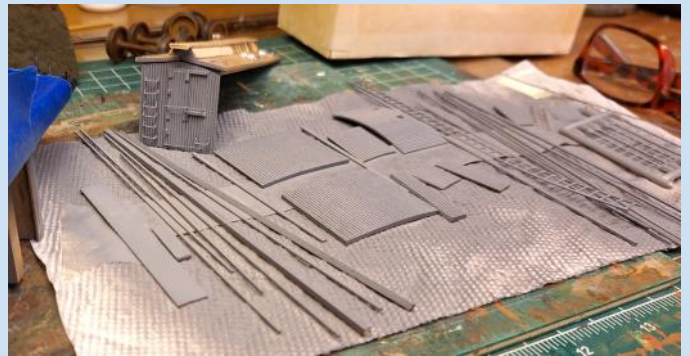
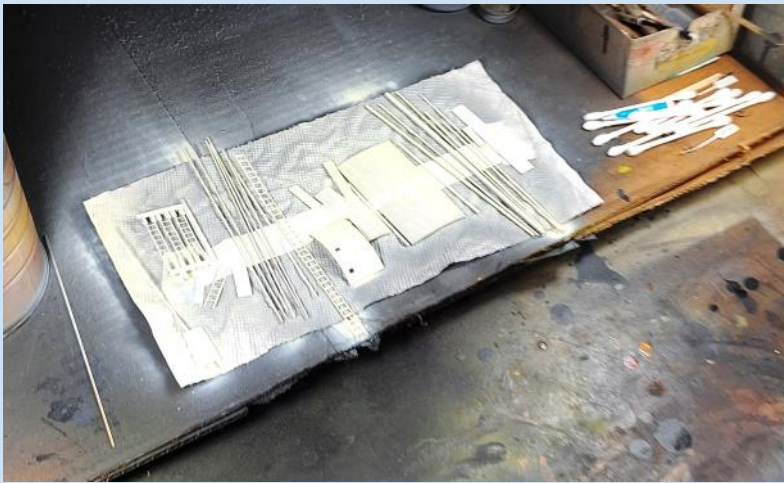
## The Lesser-known Stock Car (cont.)

In conclusion, I extend special thanks to Tom O'Connor and Frank Grill. Their help in producing the final poultry car has been greatly appreciated. Even though neither of them holds the coveted MMR title, I believe they are both true master modelers!



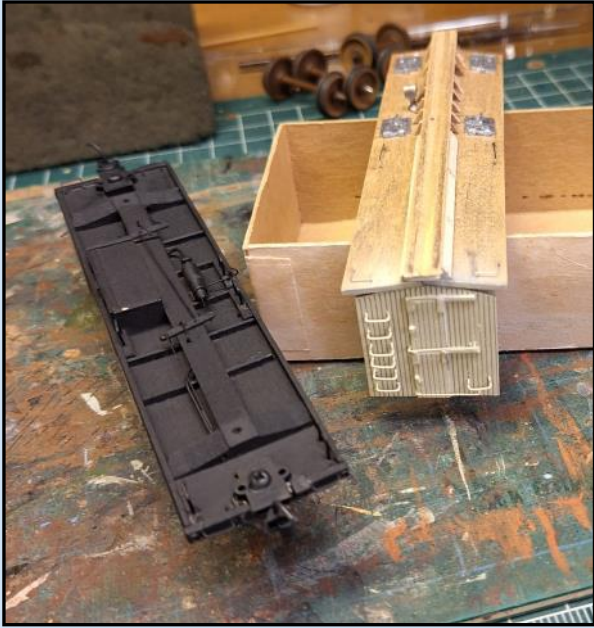


# The Lesser-known Stock Car (cont.)





# The Lesser-known Stock Car (cont.)



Darrel Moyer photo



article by Rich Wurst, photos by Tom O'Connor except where noted



# Jerry Lauchle's Model Railroad Craftsman Submission

## My Galeton and Chestnut Lake Railroad

Jerry Lauchle, MMR/Photos By The Author

My formal name is Gerald Clyde Lauchle and for some reason I decided that the acronym for my freelanced railroad would be the G&CL. There was lots of logging and coal mining to the north of where I grew up in Montoursville, PA, and Galeton was clearly in that region. My HO-scale railroad would be a shortline between Galeton and some other community in the region; I settled on the fictitious town of Chestnut Lake. I decided on the transition era because that was the era of my pre-teen years (1945 – 1957).

I retired from Penn State in 2006 and began in earnest the planning, building, and finishing of my G&CL railroad! I must note that I had the basement checked for radon gas which can cause lung cancer. The gas was detected and I installed mitigation plumbing and fans before any work commenced in the basement.

The mainline is a two-lap arrangement, i.e., trains make two circuits of the layout area before retracing their original route. The railroad has two interchanges with the Pennsylvania Railroad (PRR); one at Williamsport and the other at Renovo. There are staging yards at those two locations. The map drawing (next page) is my rendition of how the G&CL interacts with the PRR. We see on the track plan that there are several spurs and sidings off the main that serve various customers.

The free-standing benchwork is basic L-girder construction with no physical connection to the basement walls. The 24-in high backdrop support lattice is an integral part of the benchwork. I band sawed a 24-in length of 8-in diameter Quik-Tube Building Form into quarters. These form the inside coved corners of the backdrop (see April 2017 *NMRA Magazine*). The backdrop is 1/8-in Masonite that I hand painted with artists acrylic paints. I provided a 3-in high x 26-in wide access port to the hidden track under the lumber mill. This opening allows one to retrieve stalled locomotives and derailments in that area. The liftout that permits easy entry into the center of the layout is a unique design. Bob Charles, MMR and I published its design and construction in November 2023 *NMRA Magazine*.

My DCC system is the NCE Power Pro with a single power booster for the entire layout. I have one wired Power Cab throttle and two wireless Pro Cab throttles. About half of the turnouts are hand-laid; the other half are Micro Engineering. Switch machines are Tortoise and Micro-Mark Switch Tenders. DCC polarity reversal and power routing to the turnout frogs are achieved using the Tam Valley Depot frog juicers.

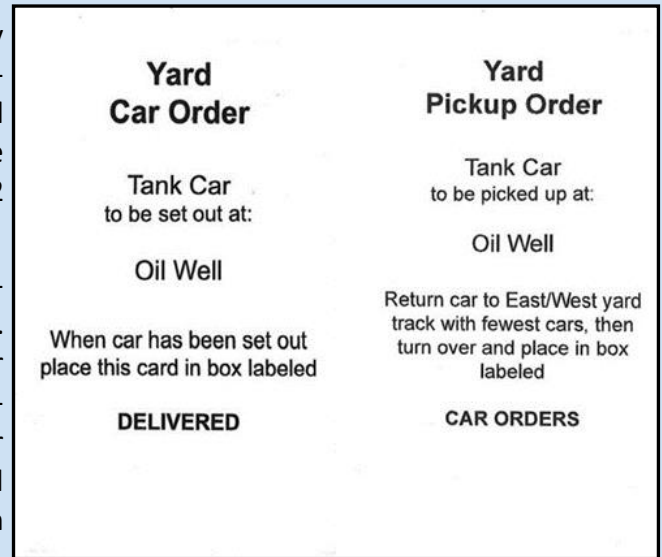
I built about 75% of the structures on the G&CL from craftsman kits from Alexander, Fine Scale Miniatures, Bar Mills, Campbell, Blairline, JL Innovations, Evergreen Hill, Classics Miniatures, and Foss Scale Models, while the remaining are scratch built. I do have a row of plastic DPM building fronts along the main street in Renovo. The majority of the structures have LED lighting, either interior, or outside with gooseneck lights over entrance ways. I've made these from the mini- and micro-LED's offered by Ngeengineering and Evan Designs.



# Jerry Lauchle's Model Railroad Craftsman Submission (cont.)

Structures on my layout are installed in a way that permits easy removal if and when the time comes to change the scene or dismantle the entire railroad. I keep a complete photographic record of all the structure installations. I described this procedure in the September 2017 *NMRA Magazine*, and also in the November 2022 *Railroad Model Craftsman*.

I do solo operation using the "car order" operating system introduced by Hank TenWolde in the March 2012 *NMRA Magazine*. Where the traditional car card system (waybills) has a card for each car, the car order system has a card for each customer delivery spot. The card specifies the car type (box, tank, flat, etc.) rather than the car road name and number as used on waybills. I printed my car orders on two-sided business cards, one of which is shown on the right.



The local freights made up at the Galeton yard deliver and pick up cars at the customer spurs and sidings. At the yard I have a card box labeled Orders that contains all of the car order cards with the Yard Car Order side up. At the beginning of an operating session a PRR through freight train is made up and dispatched from either the Renovo (eastbound) or Williamsport (westbound) staging yards. For example, a westbound train from Williamsport is first directed to the yard and

I check to see if this through freight has any of the cars specified in the Orders box. I simply leaf through the cards and find those that request the car types that are in the through freight train. Those cars are set out on a "Local" track in the yard. The cards for those cars (taken from the Orders box) are then placed in another box at the yard labeled Filled. I have two tracks in the yard labeled "West" and "East". These tracks can hold no



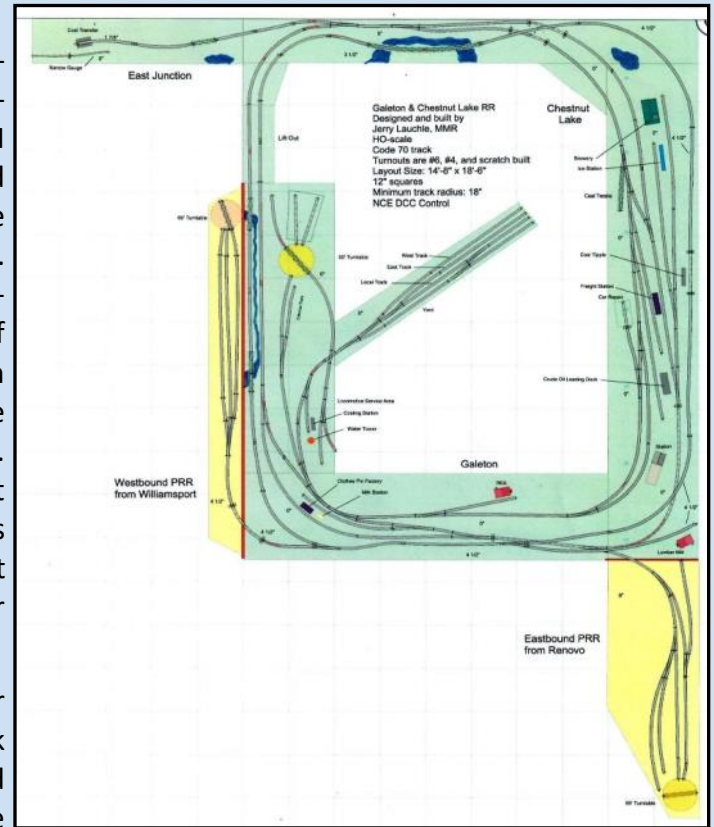
more than four cars; therefore, the maximum number of freight cars in any train, excluding the caboose, is four. Because the through freight in this example is heading west, the cars located on the West yard track are put into this train. The engineer goes on his way and exits the G&CL at the Renovo interchange. There, the locomotive gets turned on the turntable and a new PRR train is made up for the next operating session. That new train can be made up from the cars just brought in, or from ones taken from a nearby car storage shelf. There is no need to make up a new car card for the ones taken off the shelf.



# Jerry Lauchle's Model Railroad Craftsman Submission (cont.)

Back at the yard a G&CL locomotive and caboose are connected to the cars on the Local yard track. In one operating session I may send this local train out eastward, and in another I would send it out westward. The car orders from the yard Filled box are taken with this local train. Cars in this local are then spotted at the industries specified on the car orders. Once spotted, the car order is placed in a box labeled Delivered. There is another box at each industry labeled Pickup. If there is a car spotted at an industry, there will be a card in that industry's Pickup box that displays the reverse side of the car order card. The local adds that picked up car to his train. When he returns to the yard it is spotted on the East or West yard track that has the fewest cars. This procedure prevents those tracks from becoming "overloaded." The card for that car is then turned over and placed randomly in the deck of car order cards in the yard Orders box.

In summary, we see that a local will leave the yard with four cars and a caboose, deliver them to specified customers, pick up cars that were previously spotted at those industries, and return them to the yard where a PRR through freight will take them away to one of the two PRR interchanges. At the end of the session, I go around the layout and move the cards from the Delivered boxes and place them in the Pickup box, ready for the next operating session.





# Annville Station Event Recap

Our NMRA Susquehanna Division June 22nd gathering at the Annville Train Station and Heritage Center was most enjoyable and very educational. First and foremost was its location – less than 100' from the Norfolk Southern double track mainline between Harrisburg and the Northeast. We watched at least 10 trains pass by while enjoying a hot cup of Joe and of course an excellent variety of delicious donuts. Several of the trains were the in-vogue mile-plus intermodal fast movers. A comfy lawn chair just outside the building would make a great railfanning location.



Kathy Moe kicked off the program with a fascinating presentation about the history of the station. The original Annville Station (Lebanon County) was opened in 1891 by the Reading Railroad. In 1976 the station closed. It was purchased by a private party, dismantled and erected in Cumberland County, PA. In the late 1990's **Friends of Old Annville** purchased the station, dismantled it and had it reconstructed. Its present location is on the east side of



town with Norfolk Southern's mainline within one hundred feet of the building. Currently, it is open to visitors on select days and can be rented for parties and meetings. It is an excellent facility for our type of functions.

Our second presentation was by our Division Sidetracks Editor, Rich Wurst. Rich provided a fascinating discussion



about a lesser-known railroad car of the past – the Poultry Transport Car, or more appropriately called the Chicken Car. Most of us are pretty familiar with former cattle cars but I had never heard of a chicken car until this event. A unique feature of these stinky and noisy cars was they were manned by a two-man crew who were responsible for the care and feeding of their clucking riders. Keeping the birds well feed and healthy was top priority for their handlers because their pay was based on the arrival weights of the birds versus their weights

prior to departure. One interesting photo of one handler crew was their work attire – white shirt and tie that was so typical of hard-working outdoor workers back in the day. Rich also discussed available poultry car model kits and displayed a completed model built by division member and master modeler Tom O'Connor. A very fascinating presentation about a little-known historical railroad cargo.

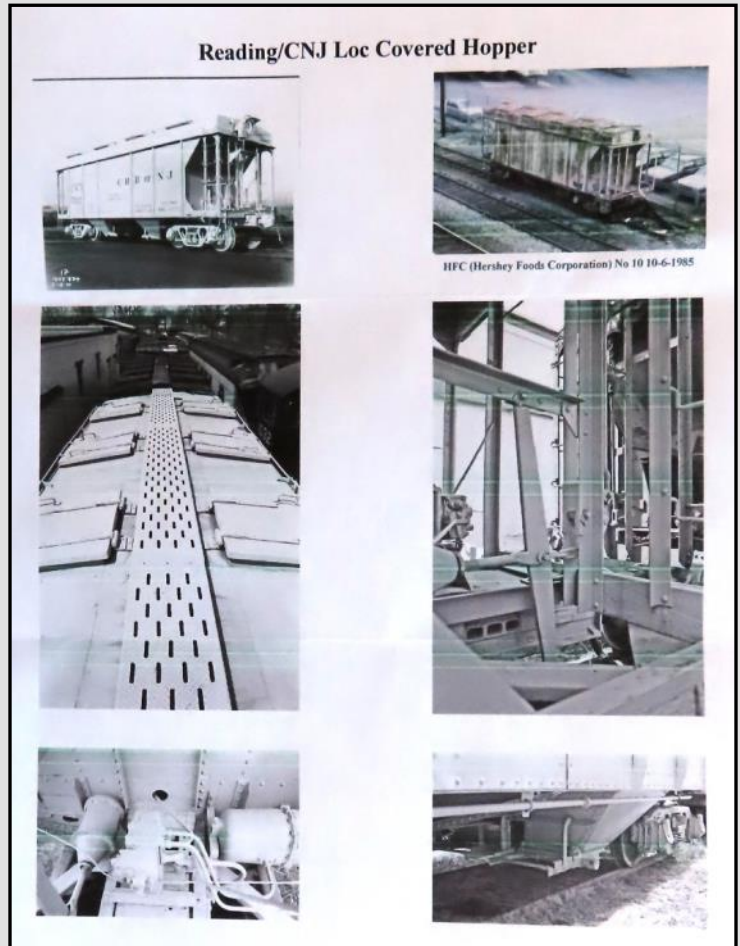
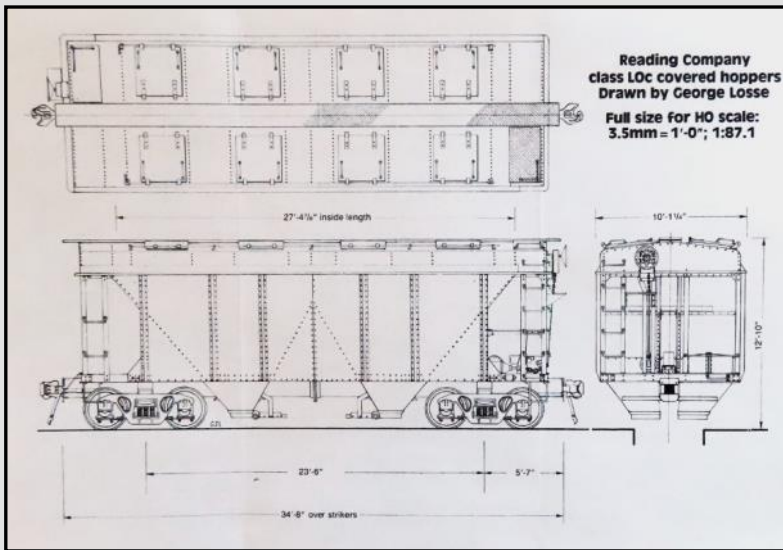
article by Barry Schmitt, photos by Darrel Moyer



# Model Showcase

On June 22<sup>nd</sup> the Division held an event at the Annville Station in Lebanon, PA (see event recap on page 18). In addition to two informative clinics, our tradition of 'Model Showcase' was part of the agenda. Three members brought samples of their craftsmanship. Here is their story:

**ALAN MENDE-** Alan scratchbuilt this HO scale Reading/Central of New Jersey LOC Covered Cement Hopper. He took actual measurements from a unit at the Reading Historical and Technical Society in Hamburg, PA. Alan also referred to the scale drawings seen below. The model was accurately weathered using Portland cement!





## Model Showcase (cont.)

**David Strait-** This HO scale water tank replicates a Quincy & Torch Lake Railroad design unlike the typical cylindrical, wooden, and open topped tanks used by most railroads. The Q & TL constructed their tank inside a structure that was heated, preventing water from freezing in their harsh climate. David built this Durango Press kit and constructed a small module for its home.



**Tom O'Connor-** Tom used the above mentioned Durango Press HO kit's plans and upscaled them to O scale. He then scratchbuilt the Q & TL water tank. The project was finished by realistic paint and detailed weathering.



article by Rich Wurst, photos by Darrel Moyer



# What's On Your Workbench?

I recently completed the build of a craftsman kit of an O scale narrow gauge passenger combine. It's an old out of production kit which I've had for a very long time sitting with the rest of the unbuilt kits. I finally decided to get it out of the box and on to the layout. The kit is comprised of Evergreen styrene strips, Grandt Line detail parts, brass wire and some stamped and vacuum formed sheet styrene. This is not a kit for a beginner. Some previous experience is advisable. It's not really hard to build but understanding what the instructions want you to do may be hard to comprehend. You can see by the pictures it was a tedious task but an enjoyable one. You really get a sense of accomplishment after building a craftsman kit like this. The roof is the hardest part. Fairly accurate measurements are needed so all the parts fit properly. The roof is built up in subassemblies: the roof support sub frame, clerestory windows section, roof top and side sections. The roof ends need to be cut, shaved and rounded for that open vestibule bull nose droop. The under-body detail was also a challenge. All the piping, supports and brake rigging are cut and formed from the wire and details supplied in the kit.

article and photos by Frank Grill



## What's On Your Workbench? (cont.)

The car was painted with Badger Model Flex Loco black for the roof, under body and New Haven Pullman Green for the sides and ends. This color is a little more olive than the standard Pullman green. These paints are acrylic and Badger has a full line of Model RR colors available. I used a double action airbrush to apply the paint and decals from Thin Film to complete the model. It rides on kit built Grandt Line passenger car trucks. It is a representation of the prototype car 212 from the D&RGW. There are some parts I took modelers license for location like the smoke stack in the baggage section which should be placed on top of the center of the roof rather than the side, I just didn't like it there. Also, the Railway Express decals are a little too large. They are for the RPO and full baggage car but they were all that was available and they do fit though a little tight but I'm ok with them. There is a fairly complete interior with seats built from Grandt line narrow gauge passenger car seat kits. Maybe this will inspire some of you to dig into your stash of unbuilt kits, wipe off the dust and dive in. I'm proud of the model and love looking at it on the layout.





# What's On Your Workbench? (cont.)





# NMRA Event

## Susquehanna Division Event at the Steamtown National Historic Site in Scranton, PA on Saturday, October 26, 2024.

As part of our effort to include all the geographic areas of the division, the October Susquehanna Division event will be in our Northeast Subdivision: a field trip to [Steamtown NHS](#). The park, located at 350 Cliff Street, Scranton, PA 18503, includes the former Scranton rail yard of the Delaware, Lackawanna and Western and an impressive collection of standard gauge locomotives and rolling stock. We will meet up at the park for an informal meet and greet at 9:30.

We will start with a guided group tour at 10:00 AM led by a park ranger. The ranger will give a brief orientation and history of the location before guiding our group with multiple stops throughout Steamtown NHS. The tour will wrap up at the Union Pacific No. 4012 aka the "Big Boy," one of the largest steam locomotives ever built.

Afterwards, further exploration of the rolling stock, turntable, and roundhouse on our own are possibilities. If staffing is available that day, a tour of the locomotive shop will be offered to all park visitors. On the day of our visit, Steamtown is running an all day Halloween special excursion to Gouldsboro, PA, so the in-park train will be altered to the *Caboose Experience* train trip. This is a short run through the railroad yard with the steam locomotive, and it takes approximately 10-15 minutes. Tickets are \$6.00 per passenger.

One option afterwards would be the [Electric City Trolley Museum and Trolley Excursion](#) located next to Steamtown. Excursion rides at 1:30 and 3:00 are first come, first served and have a fee. Stop at the Trolley Museum before we meet up to check for availability and purchase your ticket, as tickets are not available on the trolley itself. The trolley excursion leaves from the passenger platform at Steamtown.

Another option is a stop at [The Hudson Model Railroad Club](#) which will be open at 97 Martin St. Hudson, PA 18705 from 1:00 pm until 5:00 pm for Susquehanna Division members to visit on their way home in the afternoon.



David Ellis, Division Director and Event Coordinator



## October 17-20, 2024



# Piedmont Junction

Raleigh – Durham Marriott at  
Research Triangle Park  
4700 Guardian Dr., Durham, NC 27703

Plan now for an exciting MER Convention, hosted by the Carolina Piedmont Division

- **23 Layout Tours**
- **43 Clinics**
- **10 Operations Sessions**
- **3 Prototype Tours**
- **Model Contest & Evaluation**
- **Company Store**
- **Awards Banquet with guest speaker** *Carl Hollowell, President, Aberdeen & Rockfish Railroad Co.*

## Registration Now Open!

Convention website for registration and all information

[piedmontjunction.org](http://piedmontjunction.org)

### Hotel Registration Information

*Hotel Rate is \$79 USD per night*

*Phone: +1-919-941-6200*

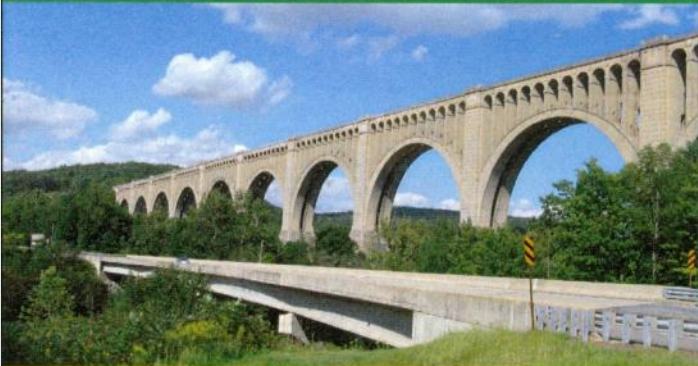
# NICHOLSON BRIDGE DAY

*Sunday after Labor Day*

*From 9 am to 4 pm*

*Main Street*

*Nicholson, PA 18446*



*Sponsored by the  
Nicholson Women's Club*

## COME JOIN THE FUN!!

*(Rain or Shine)*

**MUSICAL STAGE PERFORMANCES**

**70+ VENDORS**

**MOUNTAIN VIEW HIGH SCHOOL BAND**

**70+ BASKET RAFFLE**

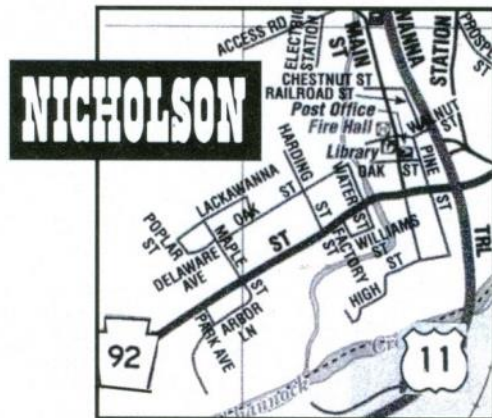
**VARIETY OF FOOD**

## FAMOUS CHICKEN BAR-B-QUE

*Nicholson Women's Club presents:*  
**NICHOLSON BRIDGE DAY**

*The Nicholson Bridge was built between 1912 and 1915 as part of the coal and railroad boom. It was often called the "Eighth Wonder of the World" as it is constructed of concrete and steel, having 12 spans that rise majestically to meet the sky. It is a year round visitor attraction.*

*The "Bridge Day" celebration has been held on the Sunday after Labor Day as the annual highlight since 1992. It is larger and more exciting each year. Join us for food, fun and entertainment.*



### Nicholson Women's Club

PO Box 101

Main Street

Nicholson, Pennsylvania 18446

FOR INFORMATION:

Email: [karinwellings@yahoo.com](mailto:karinwellings@yahoo.com)

[nicholsonwomensclub.org](http://nicholsonwomensclub.org)

Facebook

*Funded in part by the Endless Mountains Visitors Bureau and Wyoming County Room Tax*



# Non-NMRA Events (cont.)

## ANTHRACITE RAILROADS MODELERS MEET XII



**SEPTEMBER 20-21-22, 2024**

**READING RAILROAD HERITAGE MUSEUM HAMBURG, PENNSYLVANIA, USA**



### EVENT HIGHLIGHTS and FEATURES

- Anthracite Railroad modeling displays
- Anthracite Railroad inspired layout tours
- Anthracite Railroad modeling & history clinics
- Social hour to meet-greet your fellow modelers
- "White elephant" sales table for registered modelers
- Door Prize raffle from major sponsors!
- Certificate Awards for popular vote models
- Event t-shirts for sale (pre-order only)
- Make great new model railroad friend
- Vendors selling Anthracite Railroad items

### THE EVENT- ANTHRACITE RAILROADS MODELERS MEET XII

WELCOME to the ANTHRACITE RAILROADS MODELERS MEET XII. This is our second year of our name change to make everyone feel more welcomed and in the hopes more will participate! Our event goal is very simple – get everyone interested in modeling the anthracite railroads, together and enjoy displays of our modeling efforts. To learn more about the anthracite railroads and how to model them. See anthracite railroad inspired layouts. Enjoy meeting fellow anthracite railroad modelers and creating long lasting friendships! For the 4th year we are pleased to include other anthracite railroads and they are invited to display and participate. These railroads are now included in our event - **Central Railroad of New Jersey; Delaware, Lackawanna, & Western Railroad; Lehigh & Hudson River Railroad; Lehigh & New England Railroad; Lehigh Valley Railroad, Pennsylvania-Reading Shore Lines and the Reading Company!!** As you can see by the event title, this is our BIG 12th event and we hope you will make this 12th event even better! Our event includes many extras- Clinics, displays and layout tours!  
For any questions, call Barry Hensel at 734-649-3056 or send email to [barry76Lt@wowway.com](mailto:barry76Lt@wowway.com)

Hosted by: **The Reading Railroad Heritage Museum, Reading Company Technical & Historical Society and Anthracite Railroad Historical Society**



### Spectator admission!

This will be available on Saturday only!! Spectator admission allows you to view the models, talk to the owners/modelers, purchase items from the vendors that are onsite and tour the Museum grounds. Spectator admission is available Saturday, Sept 21 from 8am-4pm Admission: Adults \$9, Seniors (65+) \$8, Children (5 - 12) \$3, Children 4 and under FREE. RCT&HS and ARHS members FREE.



# Non-NMRA Events (cont.)



## Mainline Hobby Supply

OPEN HOUSE

September 21 & 22, 2024

**Free self guided Layout Tours of local model railroads**

Various scales

Tour guide books available at 9:00 am Saturday

Special store hours: Saturday 9:00 am - 5:00 pm

Sunday 12:00 pm - 5:00 pm

10% off discount everything in the store on the 21st and 22nd  
(except consignment items)

**Mainline Hobby Supply  
15066 Buchanan Trail East  
Blue Ridge Summit, PA 17214  
717-794-2860**

[www.mainlinehobby.com](http://www.mainlinehobby.com)





# NMRA's Membership Benefits



## Membership has its benefits...

Your NMRA membership entitles you to all these benefits, plus the fellowship and assistance of more than 17,000 members across the globe.

### Partnership Program

The NMRA has partnered with model railroad manufacturers of all sizes who have agreed to give discounts to NMRA members. Discounts range from free shipping to 20% off all purchases. From Micro-Mark to Rusty Stumps, more manufacturers are being added every month. To see the current listing, see our website's Partnership page in the Members Only section.

• [www.nmra.org](http://www.nmra.org), Membership, Member Home, Benefits, Partnership

### Model Railroad Directory

Whether you're at home or traveling, you can contact other NMRA members for a layout tour, to talk trains, or even to join in an op session! There are maps, descriptions, photos, videos, and more.

• [www.nmra.org](http://www.nmra.org), Membership, Member Home, Model RR Directory

### NMRA Online Archives

More than 10,000 photographs, slides, plans, drawings, erection elevations, paint schemes and more, with additional scans being added all the time. High-resolution files are available for download at a discount to members.

• [www.nmra.org](http://www.nmra.org), click "NMRA Archives" at the top of the page

### Achievement Program (AP)

The AP helps modelers get more out of the hobby by providing an incentive to learn and master the skills necessary. Those who've completed the AP receive Master Model Railroader (MMR) certification.

• [www.nmra.org/education/achievement-program](http://www.nmra.org/education/achievement-program)

• Email Frank Koch: [achiev@nmra.org](mailto:achiev@nmra.org)

• Contact your Region or Division Achievement Program Manager (see [www.nmra.org/regions/](http://www.nmra.org/regions/) for Region and Division website URLs)

### Liability Insurance for Clubs in U.S. and Canada

\$1 million liability insurance is available to model railroad clubs in which every member is an NMRA member. Completed application, copy of roster, and \$50 administration fee required.

• [www.nmra.org/100-clubs](http://www.nmra.org/100-clubs)

• Email: [club100@nmra.org](mailto:club100@nmra.org)

### Liability Insurance for Meets and Shows in U.S. and Canada

This insurance offers liability coverage for all Region-, Division-, and NMRA SIG-sponsored events up to the specific limit provided for in the policy. Standard coverage is \$1 million; higher limits available for extra fees. Please see the website for important details.

• [www.nmra.org/liability-insurance](http://www.nmra.org/liability-insurance)

(For clarity and assurance of coverage, SIG events should be co-sponsored by National, a Region, or a Division.)

### Conventions - (National and Regional)

The annual National convention runs one week and usually features about 100 clinics, more than 50 layout tours, and dozens of prototype tours. The National Train Show runs for the final three days of the convention.

Regional conventions vary in duration from two to five days. Many feature prototype and layout tours, plus clinics and other activities.

• [www.nmra.org](http://www.nmra.org), then click on the "Conventions" tab

• [www.nmra.org/regions/](http://www.nmra.org/regions/) for Region and Division website URLs

### Special Access to Places and People

As an NMRA member, you'll have access to all kinds of railroad locations you'd never otherwise see. Often National and Regional conventions will tour prototype facilities such as yards and maintenance shops, and will charter special excursion railroads that are usually never open to the public. You'll have the chance to see top-of-the-line model railroads that usually don't accept visitors. And you'll be able to spend time talking with some of the most famous personalities in model railroading today.

For information about upcoming conventions, see the links in the "Conventions" section above

### Modeling With The Masters (MTWM)

This is an intense, multi-day regimen of direct instruction by Master Model Railroaders. Modelers get hands-on experience in beginning and intermediate modeling techniques. MTWM classes are usually offered at the National convention, but MTWM courses have also been offered in various cities and at Regional conventions across the country.

• Email Clark Kooning: [ckooning@msn.com](mailto:ckooning@msn.com)



# NMRA's Membership Benefits (cont.)

## Bi-monthly NMRA eBULLETIN and NMRA TURNTABLE

Every other month, we publish the electronic *NMRA eBULLETIN*, containing late-breaking news and reports of happenings in the organization. The *NMRA TURNTABLE* is a monthly electronic publication that rounds up some of the most interesting model railroad websites, videos, blogs, and articles on the web. We do the searching so you don't have to! Every member with a valid email address receives a copy of both publications.

- Update your email info: log into the website as a member, then <http://www.nmra.org/members/update>

## NMRA MAGAZINE

The *NMRA MAGAZINE* is the monthly publication of the NMRA, and features news about the organization and its Regions and Divisions, along with modeling articles, product conformance reviews, and other information. Because the subscription rate/postage depends on where you live, check [www.nmra.org](http://www.nmra.org) for your rate.

To subscribe:

- Email HQ: [hq@nmra.org](mailto:hq@nmra.org)
- Write HQ: PO Box 1328, Soddy Daisy, TN 37379-2200
- Call HQ: (423) 892-2846
- To contribute articles, please see information in the masthead of the magazine

## Online Video Library

The Members Only section of [www.nmra.org](http://www.nmra.org) features dozens of helpful "how-to" videos produced by professional video companies, as well as over 50 videos of clinics presented at National NMRA conventions.

- Log in to [www.nmra.org](http://www.nmra.org) as a member, click on "Benefits," then "Member Video Library"

## Annual NMRA Calendar

Features spectacular model photographs, as well as dates for Regional conventions and more. Free to every U.S. member. Additional copies can be ordered for \$5 each from HQ. Outside the U.S., contact HQ.

- Email HQ: [hq@nmra.org](mailto:hq@nmra.org)
- Write HQ: PO Box 1328, Soddy Daisy, TN 37379-2200
- For information on submitting photographs, call Mike Brestel 513-481-0185

## Local Divisions

There are more than 150 local Divisions in the NMRA, located in large and small communities across the U.S., Canada, Australia, New Zealand, and Britain. Most hold regular meetings and meets featuring clinics, presentations, layout visits, and more.

- [www.nmra.org/regions](http://www.nmra.org/regions) to find website listings for most Divisions

- Call HQ: 423-892-2846 for the name of the Division nearest you.

**Once you're a member, go to [www.nmra.org](http://www.nmra.org) and register for the Members Only section of our website to get all the benefits of NMRA membership!**

## Discounts and Advance Registration on New KML Books

Kalmbach Memorial Library periodically offers special books and book reprints to the general public. NMRA members receive a substantial discount on the retail price and can reserve copies in advance.

- [www.nmra.org](http://www.nmra.org), then choose "NMRA Store," then "NMRA Members Only Company Store," then "Books"

## Standards and Conformance

The NMRA constantly researches and sets Standards and Recommended Practices for all scales and gauges of train models, as well as adjunct items such as DCC and modules. The NMRA continually checks new products for conformance to Standards and RPs.

- Email Di Voss: [tech-chair@nmra.org](mailto:tech-chair@nmra.org)
- NMRA Standard Gauges in various scales are available in the Company Store at [www.nmra.org](http://www.nmra.org)

## "Members Only" Company Store

The NMRA's Company store offers many items, from apparel to mugs to gauges, available only to NMRA members.

- [www.nmra.org](http://www.nmra.org), then choose "NMRA Store"

## Collection Insurance

This service offers NMRA members group property insurance for collections, layouts, live steam, tools, slides and photographs, books, magazines, railroad memorabilia, and more. This insurance also covers an individual's property if it resides on a club layout. Members receive NMRA Group Rates.

- Free quote or brochure, contact J.A. Bash & Co: 1-800-654-2256 or 300 Mt. Lebanon Rd., Suite 225, Pittsburgh, PA, 15234.

## NMRA Standards Gauges, Data Sheets CD ROM, and Turnout Templates

NMRA members can purchase Standards Gauges at significant price reductions over retail prices. Data Sheets CD and Turnout Templates are available only from the Company Store. Many data sheets are being updated and will appear in the *NMRA MAGAZINE*, as well as available for free download from the Members Only section of [www.nmra.org](http://www.nmra.org).

- [www.nmra.org](http://www.nmra.org), then choose "NMRA Store," then "NMRA Members Only Company Store," then "Templates and Gauges"

## Beginners' Guide

The Beginner's Guide pages on [www.nmra.org](http://www.nmra.org) offer those new to the hobby help in learning the basics of track, wiring, scenery, and more.

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



**We make it more fun!**