



Volume 28

SUSQUEHANNA SIDETRACKS



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

Number 4



Charlie Smith's Lehigh Valley Railroad is a highly detailed and masterfully built HO layout. The turntable and roundhouse are fine examples of his craftsmanship. Additional photos and information can be found on page 10.

This rotary coal dumper is part of Bob Stetser's huge Penn Central layout. Detail and accuracy are visible wherever you look on his railroad. More photos and information about this grand railroad can be found on page 16.



In This Issue

Charlie Smith's LV Railroad	1, 10-15	EBT News Release	7-8
Bob Stetser's PC Railroad	1, 16-22	Non-NMRA Event	9
Superintendent's Desk	3	Frugal Modeler	23-24
Second Section	4	Pike Ads	25-26
Division Calendar	5	Member's Section	27
Division Officer Election	6	Sponsor Ads	28-30

1927 Plymouth gas/mechanical industrial switcher on display at Greenfield Village, Michigan.



From the Superintendent's Desk – Tim Himmelberger

As many of you know I like the cartoon Pearls Before Swine. Any recent comic strip you see the character Rat at a return counter. He says he would like to return the year 2020. And the last pane of the cartoon he says I guess we're stuck with it. I think he is right we are stuck with it. This year has been unlike any other year any of us have ever experienced.

The June event in New Oxford has been canceled. Given the current circumstances there is no way we can hold an event in a retirement community. Going forward considering the fact that we have an awful lot of older individuals, myself included, who are in the high-risk category. We have decided to also cancel the August event. Looking ahead to the fall we have two events scheduled. They include LSOP in October and November Open House Tours. At this point, even if we go ahead with these events, I am not sure how to conduct open houses where you have a number of people in a confined space. I welcome suggestions.

We have held our officer elections. Clerk Paul Tice, Assistant Superintendent Tedd Pounds and Superintendent Tim Himmelberger have all been re-elected. The ballot question to amend the By-Laws was also approved. The election results can be found on page 6.

Later this summer we will have a board of directors meeting to work on plans for next year's program. If you have any suggestions please let any member of the board of directors know your feelings and thoughts on the matter. There was a lot of interest at the February meeting about doing an event at East Broad Top Railroad. Lee Rainey and Jerry Lauchle have been working on an event with the projected date of next summer. See page 7 for an EBT news release and open house information.

The layout has been progressing. Work is being done on the third level. I am now at the point where I will have to make some hand laid turnouts. Having said that, you can now see the layout coming together. However, progress has been very slow lately. As I finish writing this Melanie is back in the Hershey Medical Center, again. She has severe back pain. They are still conducting tests. Nothing has been determined as to the cause of the pain.

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 August 15, 2020

Board of Directors

Superintendent

Tim Himmelberger

super@susquehannanmra.org

Assistant Superintendent

Tedd Pounds

assist-super@susquehannanmra.org

Chief Clerk

Paul Tice

treasurer@susquehannanmra.org

Director

Dennis Blank

dblank@susquehannanmra.org

Director

Pat Mulrooney

pmulrooney@susquehannanmra.org

Director

Phil Peters

ppeters@susquehannanmra.org

Director

Jeff Thompson

ithompson@susquehannanmra.org

Committee Chairmen

Achievement Program

Chairman

Robert Charles, MMR

achievement@susquehannanmra.org

Model Showcase Program

Chairman

John Wissinger, MMR

showcase@susquehannanmra.org

Membership Chairman

Howard Oakes

membership@susquehannanmra.org

Training

Alan Mende

training@susquehannanmra.org

Sidetracks

Editor

Richard Wurst

editor@susquehannanmra.org

Webmaster

David Collison

webmaster@susquehannanmra.org

Membership Information

Susquehanna Division website:

www.susquehannanmra.org

Mid-Eastern Region website:

www.mer-nmra.com

National Model Railroad Association

8414 Gulf View Drive, Suite A & B

Soddy Daisy, TN 37379-2200

www.nmra.org

Editor's Message

Greetings!

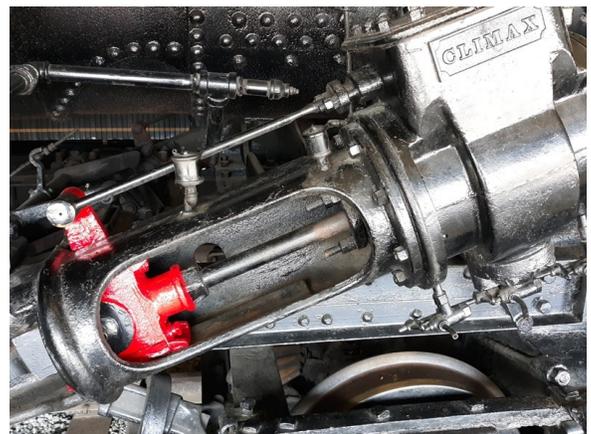
I am currently suffering with a condition known as pandemicitis! This syndrome is manifested in grouchiness, loss of patience, malaise and a feeling of imprisonment. I'll bet each of you have these same symptoms!

I have sought out professional help and have discovered a course of treatment that should be effective. Large doses of meeting with friends, get together with fellow hobbyists and visiting model railroads and related historic sites are just a few of the prescribed treatments! I am starting to see the possibility for recovery.

All kidding aside, these past months have taken a toll on our hobby and all of our friends and relatives. What we have taken for granted in the past now seems unrealistic today. I extend my hopes that a return to normalcy won't be far in the distant future! I hope to see many of you in the near future.

As always 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 Unger

April 4, New Holland, PA - Pat Mulrooney and Jeff Thompson **(canceled Covid 19)**

May 2, Columbia Railroad Day - Barry Schmitt, Bill Lesjack **(canceled Covid 19)**

June 20, New Oxford, PA - Phil Peters and Howard Oakes **(canceled Covid 19)**

August 22, Denver, PA - Dennis Blank **(canceled Covid 19)**

September 19-20- Susquehanna Division/Mainline Hobby Open House

(canceled Covid 19)

Oct 2 – 3, LSOP - Wayne Betty

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

(canceled Covid 19)



Division Officer Election

Susquehanna Division, MER, NMRA 2020 Election Report

Total Voters 8

6 by Email and 2 by regular mail

Tim Himmelberger 8

Tedd Pounds 8

Paul Tice 8

By-Law Amendments 8 yes

The Elections were without any known issues.

Each candidates has my deepest thanks for offering themselves and their time in the Candidacy and support of the Division.

It's a shame more people did not share in the support to use their right to vote.

Thanks you for those who did vote .

Respectfully Submitted,

Kenneth S. Roth

Ballot Chairmen

East Broad Top to welcome guests back in mid-August

June 19, 2020
Trains Industry Newsletter



This view shows recent work accomplished at a June work session by the Friends of the East Broad Top.

Dan Cupper
ORBISONIA, Pa. –

For the first time since 2011, the narrow-gauge East Broad Top Railroad in central Pennsylvania will offer public passenger-train rides Aug. 13-15.

The reopening of the National Historic Landmark coincides with the 260th anniversary of the founding of the town of Orbisonia and its twin borough, Rockhill Furnace, home to the company's general offices, machine shops, and roundhouse. It also coincides with the 60th anniversary of the first reopening of the EBT on Aug. 13, 1960, when it began running public steam-train rides after a four-year hiatus following its official abandonment as a coal-hauling line in 1956.

The community's Homecoming celebration will consist of a parade, handicraft and food vendors, and more. Local activities will be coordinated by the Orbisonia-Rockhill Furnace Volunteer Fire Company and the Orbisonia Lions Club.

East Broad Top ran tourist trains each summer and fall season from 1960 to 2011, when the owner, Joe Kovalchick, closed it in order to seek a secure, long-term future for the operation. It was his father, Nick Kovalchick, who saved the railroad from scrapping in 1956, even though the family was in the scrap business. Earlier this year, Joe Kovalchick sold the bulk of the property – 27 miles of main line plus the shops, yards, offices, six steam locomotives, and freight and passenger rolling stock – to the nonprofit EBT Foundation Inc. The foundation was organized to revive, restore, preserve, and operate the railroad.

For the August event, EBT will operate open cars pulled by a diesel switcher. Two Baldwin 2-8-2 steam locomotives are under repair, Nos. 14 (built 1912) and 16 (built 1916), with an eye toward steaming them up for the 2021 season. Other historic EBT equipment will be on display during the three-day celebration.

EBT Foundation Inc., will sell joint tickets that include a train ride, tour of the shops and roundhouse, trolley ride at the adjacent Rockhill Trolley Museum, and ice cream. The railroad has announced that tickets are expected to go on sale Monday, June 22 at the website eastbroadtop.com. With reserved tickets, the number of people on the property at any given time will be limited in deference to COVID-19 pandemic and public health considerations. In addition, EBT plans to regularly clean and sanitize its cars and bathrooms.

Kovalchick family members expected to attend the event include Joe Kovalchick and his wife Judy, and Joe's sister Millie. As a young girl, Millie dedicated the first train in 1960, and EBT engine No. 12 (Baldwin 1911) is named after her.

Since the sale to the EBT Foundation Inc., in February, the railroad has stabilized buildings, begun the overhaul of equipment, cut brush, and rebuilt track, all in conjunction with volunteers from the Friends of the East Broad Top. The group has held two official work weekends, one in March and one this month, to provide significant help to the foundation's staff.

For more information, go to eastbroadtop.com.



Non-NMRA Event

MODEL TRAIN SHOW

Gordon Community Center

324 East Plane & Otto Streets, Gordon, PA

SUNDAY OCTOBER 25TH, 2020

9 A.M. TO 2 P.M.

Vendors admitted @ 7:30

Admission only \$5.00

Don't Miss This Event!

Free Parking

Food Available

Heated/Air-Conditioned Facility

Lionel Trains

MTH Electric Trains

American Flyer

HO & N Gauge

Memorabilia

Railrodiana

Books & Repair Parts

-For Buying, selling, trading trains or train related items.

-Meet other railroaders and get some new ideas.

-Find those missing or hard to get items.

-Enjoy the greatest hobby in the world.

Easy access just off interstate 81 – Exit 119 (Highridge Park Blvd)

For Additional Info contact fd46station1@outllok.com

Name _____

Address _____

City, State, Zip _____

Phone _____

of Tables _____

8' Tables @\$30.00 ea. = _____

Admission @ \$5.00 ea. = _____

Total: _____

Vendors make checks payable to Citizens Fire Co #1 Gordon

Charlie Smith's Lehigh Valley Layout

Editor's Note: During the February Division Event held in Allentown, I visited a few personal model railroad layouts that were open to the public. This feature highlights modeler Charlie Smith and his craftsmanship. He graciously supplied answers to my questions and allowed me to take numerous photos. Thank you, Charlie!

1. Name of the layout. I call it the Lehigh Valley Railroad. I've always had an affinity for the LV. In my early years, I grew up a block away from the west end branch through Allentown. I was able to see them pass just down the street. Later in life, I used to wait for this train, and actually ride along in the locomotive and be with the crew as they did their switching. I was hooked on the LV, and always will be. Once I was able to drive, you couldn't keep me away from the LV.

2. Scale of the layout. It's all HO.

3. Era/and or location. As for an era, I would say it's mid-70's. Pre-Conrail. I just wish they would have gotten a few EMD 6-axle locomotives. However, I'm bombarded with remarks about the LV and the various paint schemes. You got to love it. Many magazine articles were written about the paint schemes, but they had to do with what paint was available, and it often required mixing a different color in to make enough paint to cover the entire locomotive.





4. Dimensions of the layout. 13' x 26'. If I had to do it all over again, I'd have a walk in center aisle to avoid crawling underneath, and it's not getting any easier. It was the style to build at the time.

5. Means and equipment to control the layout. Everything is DC block control. I have 3 hand held plug-in controllers and 2 power pack controllers. There are 7 blocks on each of the two mainline tracks. This sure proved helpful whenever any "short" popped up. As for actual railroad rolling stock, I have mostly Atlas, Athearn, ExAct Rail and other higher

quality manufacturers. Most of my locomotives are Atlas, Stewart, Proto 2000, Bowser, etc.

6. Construction of the layout. It was Memorial Day of 1980. My neighbor, also a model railroader, got me started. I've been working on it ever since. Now, I'll admit, there was a lot of time whereby nothing got done especially during the summer months, as I was really into golfing, softball, and sports in general. And with having a home, starting a family, other projects were more important.



7. Sponsor Op Sessions. No. It wasn't that important to me to try. If I had a group of my closest friends over, we might simulate a few hours running on the LV, but otherwise I don't really care to start op sessions.

8. Track Plan. What I have is a double track mainline loop (+/- 96' each track) folded over itself. There is a 2% grade to the highest point on the layout. There is a large yard (Allentown Yard) where I can sort cars to go to the 2 branch lines, or access the engine facility. The branch lines both have numerous switching capabilities. The one branch circulates on the inside of the layout around the open center. The other branch goes around the layout to a small town, and also branches off to a large coal mine/breaker. There are several kitbashed bridges on the mainline and branch lines.



9. Type of track and switches. I use all Atlas code 100 flex track. The curved sections were soldered before setting them in place. The turnouts are Shinohara, Atlas, and Peco. I'm gradually replacing the Shinohara turnouts in favor of Atlas and Peco. I have hand throws, and also use Tortoise switch motors to control turnouts. The Tortoise switch motors also indicate on my control panel the turnout direction using green and yellow LEDs.

I'm gradually replacing the Shinohara turnouts in favor of Atlas and Peco. I have hand throws, and also use Tortoise switch motors to control turnouts. The Tortoise switch motors also indicate on my control panel the turnout direction using green and yellow LEDs.



10. Outstanding Features.

Well, I could get a bit long on this. From the day I started the layout, track had to be just right. I mean, there were times I pulled the track up and reset it several times before I liked it. I used a straight edge for setting straight sections. I did not want any bows or kinks in the track. It had to be straight. I used easement curves whenever possible. I spiked the rail down with small round headed nails. After I was satisfied with the track work, and before I ballasted, I spiked the outside of the rails wherever I had placed a round head nail. Then I pulled out the round headed nail and



and painted the sides of the rail with Floquil Roof Brown. Ballasting filled in the tie nail holes. You won't see any nail heads in any track on the layout unless I'm revising the track.

Scenery, along with the track work, is the best parts of building a layout. Constructing bridges, casting Hydrocal molds and sculpting mountain scenes were good times. I took a lot of pride in this and the track work. I used my high school art classes for experience on how to create mountain terrain, streams, etc. I found myself being too meticulous either when laying track or doing the scenery.



Needless to say, I couldn't have done all this myself. I had lots of help building this layout. My wife, daughter and relatives all contributed to its existence. My wife and daughter got to know a GP-38-2 from an Alco-628 or RS-11. I owe a lot to Roy Marvin, who kind of got me going on the construction and



showed me how to wire. Without his help and electrical background, who knows what the layout would look like. I also received a great deal of assistance from Bill Cowen, who got me started in LEDs for turnout control and illumination, and controls for structures and the main turntable.





Bob Stetser's Penn Central Layout

Editor's Note: The February Division Event held in Allentown gave me another opportunity to visit a model railroad layout. This feature highlights modeler Bob Stetser's Penn Central Railroad. Bob had prepared written information about his layout that was shared with all visitors. The following feature highlights facts and photos of this great layout. Thank you, Bob!

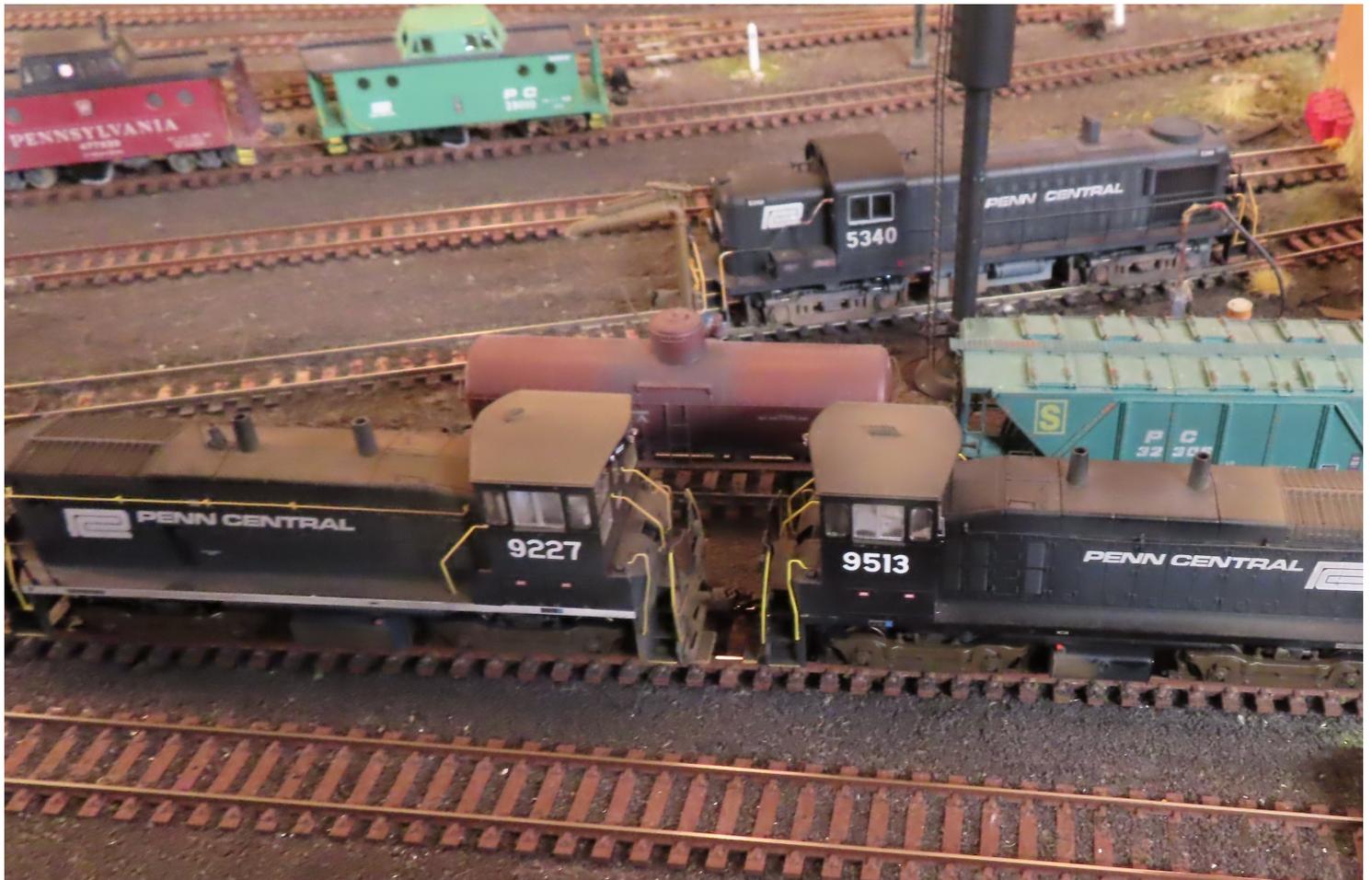
The Penn Central's Wilkes-Barre Branch represents the Penn Central Railroad from Sunbury to Wilkes-Barre, PA in October 1975. The railroad is designed for monthly prototype operations using car card/waybill system with TT/TO. Train movements are controlled by a dispatcher. We use radios for communicating during sessions and train control is by Digitrax DCC. Though the railroad, the locomotives, freight cars, and locations modeled follow the prototype, I've taken a freelance approach with the actual industries, locations of yards, and other scenic details. The layout is of two levels that are not connected. During an operation session appropriately 900 freight cars and 40 locomotives are used.



The lower level of the layout begins in Wilkes-Barre with seven industries and one yard named Buttonwood. This is the actual name of the Penn Central yard in the Wilkes-Barre area. There is interchange service with the Lehigh Valley and Delaware & Hudson railroads at Buttonwood Yard in Wilkes-Barre. I also modeled a steel mill with its own multi yard complex. The mill is accessed via a drop down bridge which represents the Nanticoke Branch from Wilkes-Barre to Nanticoke, PA. The steel mill is located here and is not based on any actual steel mill. From Wilkes-Barre, you travel west through various towns until Sunbury.



There are ten industries and two yards here. Lower Northumberland Yard is for the Penn Central and the other yard is for the Reading Railroad. The Penn Central yard wasn't actually located in Sunbury; it was just off of the branch and on the Buffalo to Enola mainline a short distance north in Northumberland. The Reading Railroad was also located in Sunbury. I don't know if there was a yard there, but I've included one for interchange with the Penn Central.



The upper level models the Buffalo mainline from Northumberland Yard to Enola Yard. There is some switching done on this level to include an interchange area with the Reading RR at Milton PA, a coal mine located on the Montandon Branch and an industrial park in the North Bend area.



This is an HO scale layout comprised of point to point runs in a 25' x 40' basement with about 230 feet of single track main line with passing sidings on the lower level and a double tracked, 220 feet long main line on the upper level. I began building the lower level on January 1, 1998 and "finished" on June 15, 2005. I used code 100 flex track and commercial switches, laid on cork roadbed built, on a plywood and dimensional lumber base. The upper level was begun on April 11, 2016 and the bench work, track and electrical components were done on May 5, 2016.









The Frugal (Cheap) Model Railroader

As a model railroader I, like many other frugalists, save parts and sundries in the hope that they will become valuable in the future. Here is just one idea for using plastic car wheels and axles that most other modelers would toss away.

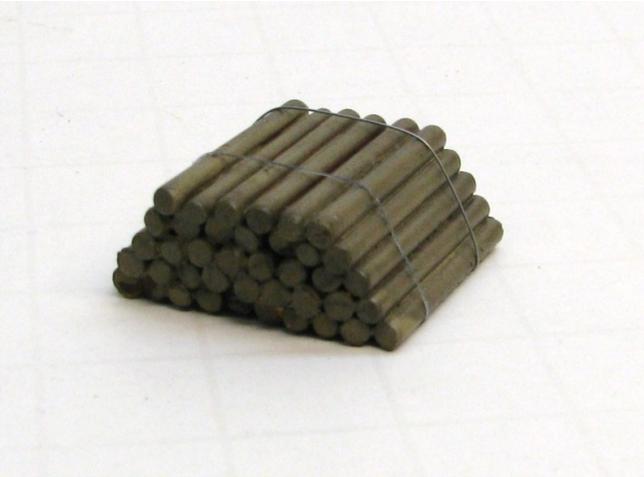


When I joined my model railroad club I was informed that **NO** plastic car wheels were allowed on the layout. While converting my rolling stock to metal wheels and axles I saved the original wheelsets thinking they might have some use at a later time. Eventually, I conceived the idea of making scrap and raw stock loads for several empty gondolas.

The first step was separating the wheels from the axles. Followed by grinding the tips off the axles. Both



The wheels and axles were painted and weathered. The axles were banded together using fishing line colored with a marking pen. Three bundles were constructed and added to a 40' gondola.



The wheels were individually glued into place using contact cement. One load was random while the other represented a standing pattern. After gluing was complete a spray coating of Dullcote was applied.



Upon reflecting back on this project, I should have filled the wheel centers with solid stock or 'green stuff'. Discarded wheels would have been cut by torch from their force fit axles, thus no holes would exist.

article and photos by Ben Kubelsky

PIKE ADS



B&O WESTON SUBDIVISION
(Under Development)
Barry W. Schmitt, Superintendent
405 Ford Drive
Elizabethtown, PA 17022
(717) 877-1810 sbschmitt@comcast.net

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



**FORKS RIDGE
RAILWAY**

Gary P. Nastase - President & CEO
Kathleen A. Nastase - Train Wifey
207 State Street
Woodbury, PA 16695
gpnastase02j20@gmail.com



*Route
of
the
Whitetail*

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

PIKE ADS

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



Mountain Division

Freelance-Cumberland, MD to Elkins, WV

"Mountains, Lumber and Coal"

Jim Long

Chief Engineer

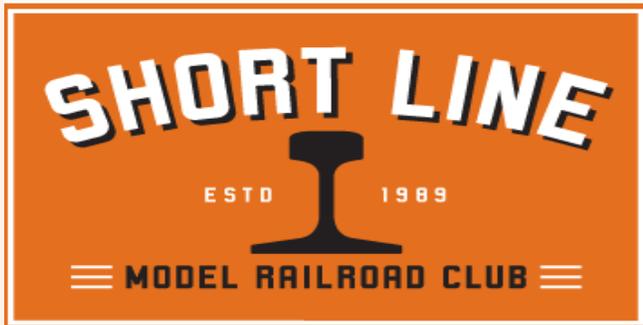
Mechanicsburg, PA

Visitors Welcome - Contact smlgf2000@aol.com

*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



11 South Street (rear basement entrance)

Ephrata, PA 17522

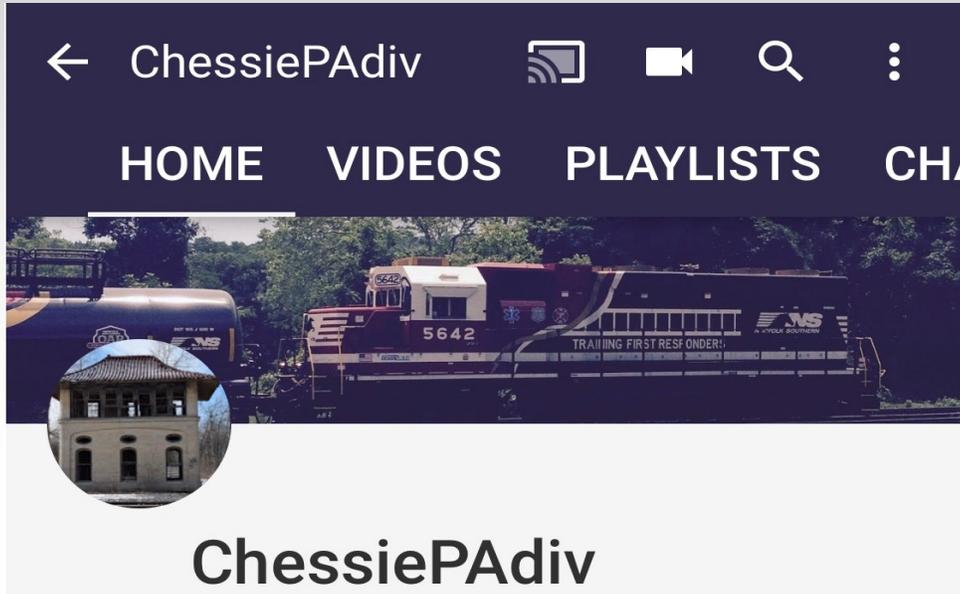
Thursday Evenings 7-9 PM

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

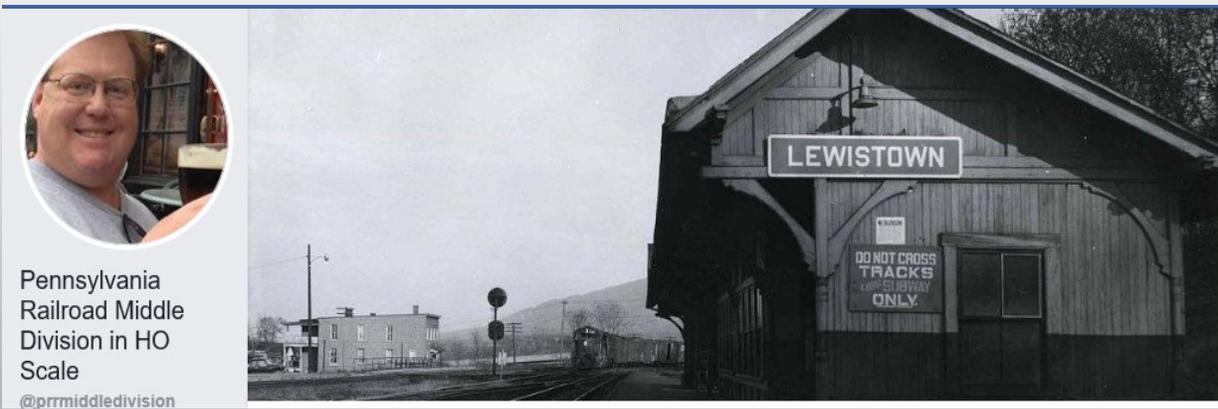
Members' Section

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



PLEASE SUPPORT OUR BUSINESS SPONSORS!

The Station



**213 Ninth Street
New Cumberland, PA
Phone: 717-774-7096**

Please call for directions

Open Monday-Friday 10 AM to 5 PM

Saturday 10 AM to 4 PM

TRAINS EXCLUSIVELY

ALL GAUGES (G-O-027-HO-N-Z)

Sales & Service

PLEASE SUPPORT OUR BUSINESS SPONSORS!

MAINLINE HOBBY SUPPLY
Celebrating our 30th Anniversary!



15066 Buchanan Trail East
Blue Ridge Summit, PA 17214
(717) 794-2860
Monday-Friday 10-6
Saturday 10-5
Sunday 1-5

www.mainlinehobby.net

Serving the hobby for three decades!

You're one-stop source for all your model railroading needs.

From Z to O, from DCC to Detail Parts, we have it all!

e-mail: mainlinehobby@comcast.net

PLEASE SUPPORT OUR BUSINESS SPONSORS!



**South Central Pennsylvania's
Premier Hobby Destination!
Carrying all major
Model Railroad brands
in O, HO and N Scales!
Your one stop shop for
all your model supply needs.
Also carrying Puzzles, Games,
and R/C cars, boats, and planes too!**

WHITE ROSE HOBBIES

**4401 WEST MARKET STREET
YORK, PA 17404**

WWW.WHITEROSEHOBBIES.COM

(717) 505-8676

HOURS:

MONDAY - SATURDAY 10 AM - 7 PM

Susquehanna Sidetracks

Official publication of the Susquehanna Division 11
Of the National Model Railroad Association

5 Hardy Court, Lancaster, PA 17602

