

Volume 32

SUSQUEHANNA SIDETRACKS



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

Number 4

Baltimore Streetcar Museum



Columbia Railroad Day was a Division event held in Columbia, PA. For several years this event was presented with an emphasis on some aspect of railroading, both full scale and modeling scales.

The July, 2023 Columbia Railroad Day focused on trolleys and streetcars. Bill Lesjak, Division Director, was instrumental in organizing the clinics and arranging for guest speakers. One of the clinics centered on the Baltimore Streetcar Museum. Tom Caldwell was the presenter and an active volunteer, docent and motorman at the Museum. Tom's photos and supporting dialogue were very enlightening and extremely enjoyable. At the conclusion of his clinic, he extended an invitation to visit the Museum. He quipped "The photos and my verbal offerings can in no way match an in-person experience at our Museum!".

At that moment the planning for a field trip began. Bill Lesjak (Division Director), Barry Schmitt (Past Division Superintendent) and I (Division Newsletter Editor) eventually settled on a date when streetcars would be running at the Museum. The date was Saturday, March 16th and it was a sunny and clear day.



article continued on page 7

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Neal Schorr photo

Superintendent's Desk

Well, by the time you read this, it will officially be Summer. Time to go outside and do all those things we can't do during the cold weather. But take time for model railroading also. I hope you were able to attend our May 18th division meet in Minersville, PA for the first annual Minersville Community Day. Project 113 had its engine, the only Jersey Central operable steam locomotive in existence. As a CNJ modeler, waiting for May 18th was like a kid waiting for Christmas Day to arrive. A recap of the day's event is featured in this issue of **Sidetracks** on pages 15 to 17.

As a result of the recent Officer Election, our new officers will assume their responsibilities effective July 1st. Congratulations to Chris Kier (Assistant Superintendent) and Dean Johnson (Chief Clerk) who have offered their services in support of our Division. I will continue to serve as Superintendent. My primary goal is to foster the growth and spread of model railroading throughout all the counties in our Division. Join me in participating in activities and volunteering as 'mentors' to novice model railroaders.

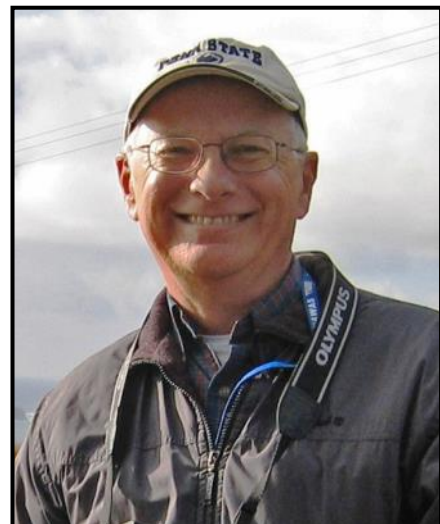
There are two upcoming Division Events that are in the final planning stages. The first is Model Railroading Days at the Railroad Museum of Pennsylvania on August 17th. The Museum is holding a month-long celebrating occurring each Saturday throughout August (see page 22 for details). Our Division will be presenting two clinics on the third Saturday (see page 23 for details).

The second event will take place on Saturday, October 26th at Steamtown in Scranton, PA. Details are continuing to be formalized for a very special day (see page 25 for details). Director David Ellis is formulating some nearby attractions that would make the day packed with rail experiences.

On a personal note, over the past two years my lower back has been giving me much trouble, requiring me to use a 4-wheel walker. I've finally had my surgery and I'm now just beginning to walk without that 4-wheel contraption (much to the delight of our five dogs). Recovery time is slow, but by the time the Annville meet, you'll see me without it.

I'm back on track,

Alan



Second Section

Susquehanna Sidetracks

Official Newsletter of the Susquehanna Division 11
Mid-Eastern Region, NMRA
655 Willow Valley Square, L-308 Lancaster,
PA 17602

Contributing to Susquehanna Sidetracks:

Sidetracks welcomes contributions from our 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. The deadline for submission for the next issue is September 15, 2024.

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Greetings,

With the publication of this issue of **Sidetracks** I begin the sixth year of being our Division's Newsletter Editor. Over the years I have developed skills and knowledge about producing a newsletter, however, I am still learning to manipulate publishing software and photo editing applications. The greatest aspect of being editor is all the fantastic modelers I have had the pleasure to meet and interview. Since the pandemic began and model train club layouts no longer were open for public visitation, I began focusing on private layouts that generally Division members never knew existed. I am so thankful for all these member and non-members who opened their layouts to me as I attempted to show others how skilled modelers advanced the hobby on a locally.

Over the years I have had just a few email responses to features in any bi-monthly newsletter. This issue has a short feature on page 5 entitled "What Is It?". Upon reading the article I hope some members can identify the function of the 'mystery' item and contact me with some information. Please send your responses to editor@susquehannanmra.org.

Happy Modeling, Rich

Division Officer Election Results

The following members have been elected to serve as Division Officers from July 1, 2024 through June 30, 2026. Congratulations and well-wishes to Alan, Chris and Dean!



Alan Mende
Superintendent

super@susquehannanmra.org



Chris Kier
Assistant Superintendent

assist-super@susquehannanmra.org



Dean Johnson
Chief Clerk

treasurer@susquehannanmra.org

What Is It?

Recently I moved to a retirement community because of low vision issues (loss of driving ability). This move forced me to leave a model railroad club where I had been active for over ten years. Fortunately, the retirement community had an active HO DCC club with a dedicated layout room with an adjacent walk-in closet that housed a multi-track yard, a programming track, rolling stock wall storage and a repair area. After joining the club, I became aware that another model railroad club existed, however, it was a DC controlled layout. So...I joined that club as well!

The DC club had only a few members and was not active on a regular basis. Many of the rolling stock had horn hook couplers and plastic wheels. Having permission from the Club President I began upgrading the cars and made many repairs and enhancements. There still is much work to do raising the quality of the rolling stock. I must admit that the buildings and scenery are first rate.

With this background let me describe a dilemma. While taking inventory of the DC club's supplies and equipment I came across many metal parts which I couldn't identify. At first, I discovered over twenty-five packets (Figure 1) stashed in multiple Athearn 'blue' boxes. I then found over fifty metal wire forms (Figure 2).



Figure 1

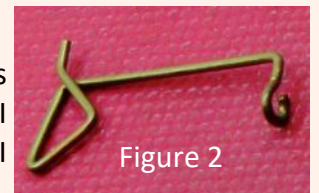


Figure 2

The wing parts are electric wheel wipes. However, the function of the bent metal pieces is unclear. To solve the mystery of the bent metal parts I asked several model railroaders what they believed the function to be. Guesses pointed to switch machine connectors. No one was absolutely sure of the correct application.

Therefore, I am reaching out to all Division members and hope to solve the mystery for certain. If you know the answer or want to venture a guess, please email me at editor@susquehannanmra.org. I will share the results of this inquiry in a future issue of **Sidetracks**.

Frank Grill's Model Railroader Submission



I recently had a full two-page photo spread of a scene on my On3 layout published in the “Trackside Photos” May issue of Model Railroader Magazine. Here are the steps I followed to submit the photo as outlined on the Model Railroader magazine website <https://fileupload.kalmbach.com/contribute>

Below are excerpts from the **Model Railroader** website.

Submitting your digital photographs for publication

Subjects should be photographed using the RAW setting, if available, on your digital camera. The next-best capture setting is the highest-quality JPEG or TIFF. Only RAW, JPEG, and TIFF file formats are acceptable.

Step 1: Provide information about what you are submitting.

Step 2: Prepare your files for submission.

Step 3: Upload and submit your files.

Step 4: Receive confirmation that your files have been submitted.

There is more information on the guidelines for submission on the website. Follow the link above.

As a side note in selecting the scene for submission, I chose one that incorporated as many elements of model railroading as possible, like scenery, track, bridge, trees, rocks, a water feature etc., to make it more appealing for viewing, thereby increasing my chances for selection. Don't just take a picture and send it in. I used a digital DSLR and took dozens of pictures from different angles and settings both jpeg and RAW photos. I went through them and selected the one that had the best depth of field and subject appeal. Don't forget they get hundreds of submissions, and you need to stand out. The lead time for publication is around six months. Good luck.

Frank Grill, Susquehanna Division

Baltimore Streetcar Museum (cont.)

Upon parking the car, we saw several streetcars parked near the Museum station and one was traversing a nearby track! If this was the only attraction at the Museum it was already worth the drive. We subsequently paid our admission and were given a token for unlimited rides all day!

The Museum's trackage was approximately a mile in length traversing their property. Both ends of the single track featured reversing loops and corresponding switches. Some switches were hand-thrown and others were spring assisted. The trip passed the Museum's Elmer Packie Shop and an old Ma & Pa roundhouse (this site was the end of the line for the Maryland & Pennsylvania Railroad). Currently, the roundhouse is used by the city public works road department. It was a 'hoot' to ride the rails on several open-air and enclosed cars that ranged in time from the 1920's to the 1950's. There were streetcars with dual end controls and reversible seats, while others had single end controls which necessitated turning facilities at the end of track. All of the Museum's streetcars were powered by overhead electric lines. Horse-drawn streetcars were displayed as models and photographs.



Original Ma & Pa Railroad roundhouse now used as a Baltimore Public Works yard.

Besides riding the rails on several streetcars, we had the opportunity to tour the Museum's Streetcar Barn. Our docent provided historical information and facts about various cars and maintenance vehicles. A number of cars were undergoing restoration while others were set for routine maintenance. One of the special car accessories was a front-end brush and ice scraper which cleared the rails of debris and ice. Another unique apparatus was a front end 'people catcher'. This device was a tubular frame with netting that supposedly could catch pedestrians who may have fallen on the tracks or were crossing dangerously close to the path of the streetcar.

Car #264 was built by the United Railways & Electric Company in 1900.



Baltimore Streetcar Museum (cont.)



Car #2168 is a PCC streetcar built in 1948 for the Philadelphia Transportation Authority painted in the SEPTA paint scheme.



Pictured above is a 1952 Autocar overhead line maintenance truck.

Pictured on the right is an original fare collection box used for coins and tokens.



Baltimore Streetcar Museum (cont.)



ticket Kiosk inside the Museum



#6119 was built by United Railways and Electric Company in 1930. It is a Peter Witt design.



At left is a side view of #6119 as it sits on the Museum ready loop. This car is considered 'modern' since it is constructed of steel.

At right is Car #264 which was built by the United Railways and Electric Company of Baltimore, MD in 1900. It is considered a 'convertible' since its windows were removable for warm summer months.



Baltimore Streetcar Museum (cont.)



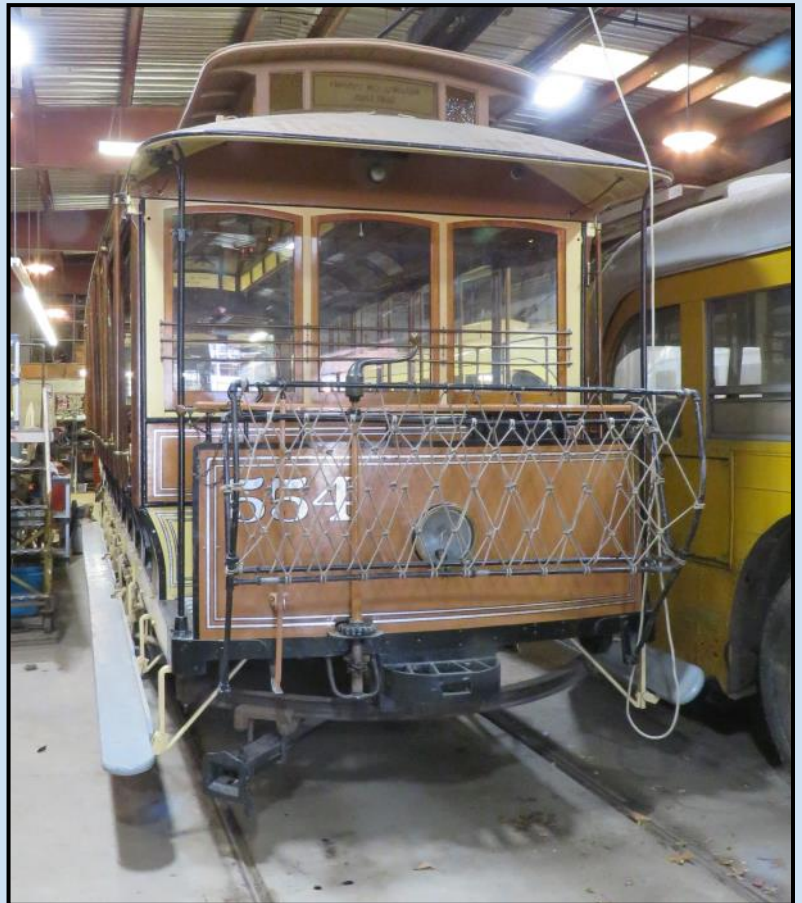
#7303, a PCC car, was built in 1937 by the St. Louis Car Company for the city of San Diego.



In this section of the Museum Gallery are historic photos and reproduction images of older style streetcars.



#417 was built by the Baltimore City Passenger Railway Company sometime in the late 1890's.



#554 was built by the Baltimore Traction Company in 1896. This summer season open-air car has a 'pedestrian catcher' in a retracted position at the front of the car.

Baltimore Streetcar Museum (cont.)



This four track car house serves as a garage, maintenance, storage and restoration facility for the Museum.



The interior of the car barn is filled with streetcars that are housed between operating runs providing protection from the elements, routine maintenance and security.



PCC #7467 built by the Baltimore Transit Company (on the left) and PCC #26 built for the New Jersey Co-ordinated Transit Company (on the right) reside on the inspection/repair pit in the car house. They were built in 1944 and 1949 respectively.

Baltimore Streetcar Museum (cont.)



#1164 was built by the United Railways and Electric Company in 1902. This large, open sided car was entered from either side by stepping onto the continuous footboard.



PCC #2168 painted in SEPTA livery and convertible car #264 sit on the departure tracks of the Museum. The dispatchers office is visible in the center portion of the photo.

Baltimore Streetcar Museum (cont.)



#1164 returns from a run on the Museum's right of way. The track has reversing loops at either end. Overhead is a CSX elevated freight line.



#129 was built by Baltimore City Railway Company sometime in the 1890's. It was a horse-drawn car which was typical of that era.

Baltimore Streetcar Museum (cont.)



interior view of open-air car #1164



Museum Gallery displays featuring additional historic information and images.

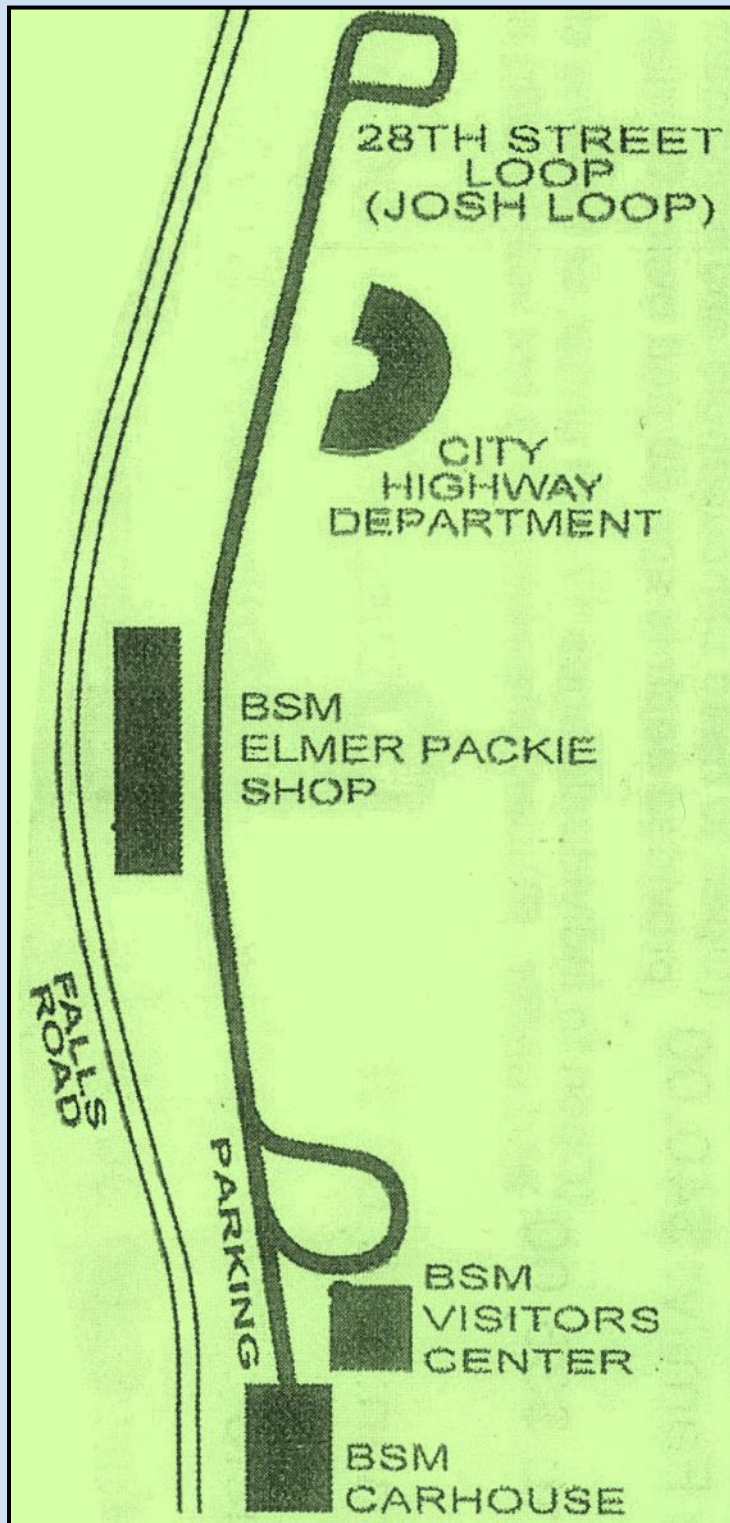


This unique display illustrates how standard train rail was rolled into streetcar rail. Consecutive passes through mill rollers transformed the 'T' rail into the head and cup design required by streetcars. The cup portion of the rail allowed street paving to seal the rail on the flange side of the streetcar wheels. This design prevented the freezing and heaving of the roadbed which would have occurred if standard train rail was used with open flange-ways.



During our visit we had the opportunity to ride a variety of streetcars. The open-air cars were especially enjoyable.

Baltimore Streetcar Museum (cont.)



This aerial drawing illustrates the grounds of the Museum. The reverse loops of the tackage extend to the extreme end of the grounds. The locations of the car house, visitors center, Elmer Packie Shop, and the City Highway Department Yard are clearly noted.



This section of the Museum Gallery presents depictions of bygone days.



The structure seen in the right side of the photo is the current Streetcar Museum Elmer Packie fabrication and restoration shop. This old Ma & Pa Railroad out-building is covered in colorful graffiti courtesy of 'local artists'.

article and photos by Rich Wurst

Minersville Event Recap

May 18th Minersville Meet Recap

As a Jersey Central modeler, I had long anticipated seeing No. 113, the only operable CNJ steam locomotive (and only one of two still existing – the other being No. 592 at the B&O Museum in Baltimore) in steam. I had first encountered the engine while coming back from eastern Ontario where I had been teaching for AMP Incorporated. I was coming south on I-81 and got off at the Minersville exit. At the time the engine was undergoing a slow restoration. That day volunteers were working in the firebox. I vowed to return one day when the engine was under steam.

As the Superintendent of Division 11 of the Mid-Eastern Region of the NMRA, one of my responsibilities is to work with my board to schedule meets. When I heard earlier this year that 113 would be operating, I contacted Project 113 and queried them on having a division meet in Minersville. Bob Kimmel was very helpful in putting me in contact with the Good Will Fire Company. We soon had scheduled the fire hall as the place for our meeting.

In addition to the running of 113 using Reading Blue Mountain & Northern operating crews and passenger cars on Saturday, May 18th, the town would hold its first annual Minersville Community Day. Like a child waiting for Christmas with unbounded excitement, I could hardly wait for May 18th. Early on that morning, my brother and I loaded my car with most everything the division owns (including my 4-wheel walker) and left our house at 7:15 AM. We arrived at the Good Will Fire house without difficulty, though it was raining lightly. Having driven past the station on the way to the firehouse, I was heartened to see the crowds there. The first annual Minersville Community Day was well attended.



whistle core pattern



reproduction builder's plate



more of Bernie's patterns

Minersville Event Recap (cont.)

Shortly thereafter, our new Assistant Superintendent, Chris Kier arrived with coffee and donuts. By 9 AM we were ready to go with 14 attendees, including one fellow from the Philadelphia Division. No sooner had we briefed members on upcoming meets when Bernie Perch and his associate Bob arrived to give us a talk on the restoration of the engine, with an emphasis on the patterns Bernie had made for countless pieces that were missing from the engine. While Bernie had spent many years as an art teacher specializing in pottery, his woodworking skills are matchless. He showed us his remarkable patterns for 113's whistle, crosshead guide oilers, numberplate (and its numbers), and reproduction builder's plate.

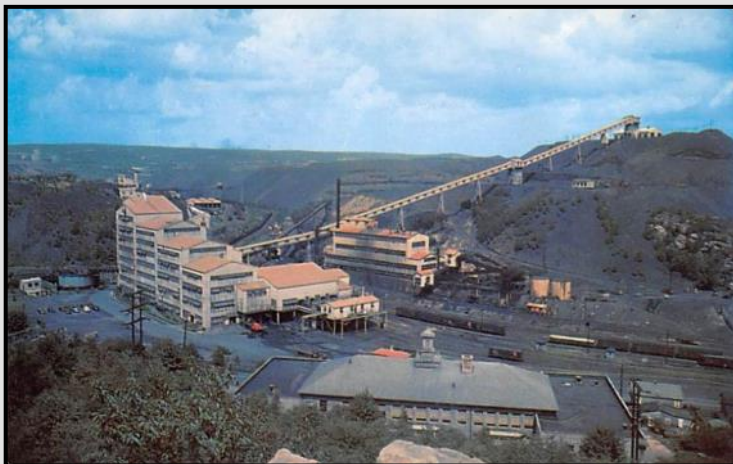
At Noon we cleaned up the fire company hall, leaving it as we had found it and made our way to Minersville Station. I had already purchased two tickets for my brother and me, and we didn't have long to wait to board the train. On one end of the train was a RB&N GP38-2; on the other end was the magnificent 113. Two short notes on Bernie's reproduction three-chime whistle and we were off to the new St. Nicholas Breaker. In the first car behind 113 with its back-up light dimly shining, I was in absolute heaven. We saw many trackside photographers and a drone flying when we reached the breaker. Arriving there we saw countless RB&N coal hoppers, the largest hauler of anthracite in the country. Much of that coal is exported.



reproduction whistle
Rich Wurst photo



CNJ #113
passing by the
current St.
Nicholas
Breaker



A undated photo of the old St. Nicholas Breaker located near Mahanoy City, PA. It is considered to be the largest Anthracite breaker in the world.
photo courtesy of hippostockcard.com



crosshead guide oiler with
Bernie's name on it

Minersville Event Recap (cont.)

Once we returned to Minersville station, my brother retrieved my car. He told me he wanted to drive and show me some of coal country. Most anthracite is now taken from open pit mines and it amazed me how many there were – piles and piles of coal. We pulled into the parking area of Blaschak Coal Corp., which is a leading producer of anthracite coal and a pioneer in land reclamation since 1937. With all that black mud in their lot, I had to take my car to the car wash the following week.

All in all it was a successful meet, and I thank all the members of Project 113 for helping to make it possible.



No. 113's back-up light



Bernie's wooden patterns used for casting engine number and bell cradle crack arm— Rich Wurst photo



ABOVE- #113 leaving Minersville Station - Rich Wurst photo



RIGHT- Bill Lesjak & Barry Schmidt pumping the hand-car – Rich Wurst photo

LEFT- No. 113 at the station - Dave Ellis photo



article and photos by Alan Mende except as noted

Model Showcase

As part of the Minersville Event held on May 18th, Division Director Bill Lesjak moderated Modeler's Showcase. This activity provided members and guests the opportunity of sharing completed or 'in progress' examples of their model railroad projects. The following is a report on the four presentations.

Jim Mattern

I came across a sweet deal a couple of years ago at the Amherst Model Railroad meet in Springfield Massachusetts, when I saw a Westerfield Fishbelly Ore car kit. I was a bit surprised when I found out the kit makes two cars. The prototype car was manufactured by Pressed Steel Car Company (PSC), and this type of car was use in the Cornwall Mines. The car with two holes in the side sheet is being made into a Lebanon Furnaces ore car. The car with four holes in the side sheet will be made into a Cornwall Railroad ore car. The Cornwall Railroad match the ones built for the Cornwall & Lebanon Railroad by PSC



in 1904. Not long after the Pennsy bought the Cornwall and Lebanon in 1918, these cars were sold. I believe the Cornwall Railroad purchased the cars based on the OFFICIAL RAILWAY EQUIPMENT REGISTER (ORER). The documents show the same number of ore cars that Cornwall & Lebanon had. Additional information on page 153 of Pennsylvania Steel Open Hopper Cars by John Teichmoeller shows a drawing that depicts four holes in the side sheet. The holes in the side of the cars provided access for steam lances during the cold winter months when the ore would freeze and would provide a way of thawing the ore for dumping.

Bill Lesjak

Here is my Baltimore & Ohio 4-6-2 Pacific, the President Washington. Built in 1927, this was the first of 20 heavy Pacifics ordered by the B&O from Baldwin Locomotive Works for their president class locomotives. Named after the first 21 U.S. Presidents (they used only one for both Adams)



they were used by the B&O Royal Blue passenger line running between Washington, D.C. and New York City. This engine was retired from service in 1957 and resides in the B & O Museum in Baltimore where it is receiving a cosmetic restoration.

Model Showcase (cont.)

Alan Mende CNJ Iron Ore Hoppers & CNJ B7-s 0-6-0 No. 113

For the modeler's showcase I brought my three scratchbuilt CNJ iron ore covered hoppers. The cars were built by the Pressed Steel Car Company in 1906. They were used in northern New Jersey to serve the many iron mines there. Before the opening of the Misabi Range, northern New Jersey had the largest deposits of iron ore in the country. The prototype cars were off the roster by 1950, but my modeler's license hasn't expired so I have a place for them on my 1953-era layout. I made them from .015" styrene sheet and Evergreen structural shapes. The split K brakes are from



Tichy, and the decals were made at my request by K4 Supply Company (decals available from Z to O scale). An article on how I built them will be in an upcoming issue of *Railroad Model Craftsman*.

I kitbashed my HO scale model of Engine 113 from a Mantua Alco 0-8-0. The prototype was part of a purchase of five engines (Nos. 111-115) from Alco Schenectady in June of 1923. Originally Class B-7s, they were reclassified 6-S-46 in 1945. They rode on 51" diameter drivers on an 11'-0" wheelbase. Their cylinders measured 23" bore by 26" stroke with a boiler pressure of 200 psi. The engine and tender combined had a loaded weight of 335,300 lbs. Their tractive effort was 45,847 lbs. No. 113 is the only operable CNJ steam locomotive in existence.

The driver spacing of the Mantua engine was the same as the prototype, so I only had to shorten the running gear from an 0-8-0 to an 0-6-0. I stripped everything off the Mantua boiler, shortened it, and added Lee Town Wooten firebox sides. I detailed the cab and made the clear vision tender from an old Mantua Prairie tender. I added an NWSL gearbox and a Soundtraxx sound decoder. An article on how I built the engine is scheduled for the November issue of *Railroad Model Craftsman*.



Dave Ellis Great Northern #61631, an HO scale flatcar

I assembled this older 42' flatcar "shake the box" kit from Walthers attempting to match my own rolling stock standards and to try two new (to me) "super detailing" strategies. Removing the cast-on grab irons and replacing them with ones fabricated from wire was a first-time detailing



attempt with first time results. However, the application of scale lumber to the deck of the flatcar went smoothly and I was quite pleased with the results of that detailing strategy.

The Solanco Historical Society

Brings You:

Railroads of Holtwood

Large and Small

By Stanley White

Stanley White, for many years the President of this Historical Society and now a director, has spent many long hours researching the railroads of Southern Lancaster County, as well as investigating the Holtwood Dam.

Having scanned well over 6,000 pictures on these and closely related subjects for the Society, he has selected a few of the best—the photos that tell the story of the Columbia & Port Deposit branch of the Pennsylvania Railroad at Holtwood, as well as how rails helped in the construction of the dam and the smaller company railroads involved in the service of the Pennsylvania Water and Power Co.

WHEN: Saturday, July 20, 2024, 1:30 p.m.

WHERE: Solanco Historical Society Archives Building

1932 Robert Fulton Highway (Route 222)

Quarryville, PA 17566

6 miles south of Quarryville

Across from the Robert Fulton Birthplace

The program is free and open to the public.

Hope to see you there!

Non-NMRA Events



Model Railroading Days at the Museum

The Railroad Museum of Pennsylvania, located in Strasburg, PA, will be presenting Model Railroad Days each Saturday during August. This special event has expanded from one weekend to four Saturdays! The popularity of model railroading has driven the expansion of this annual event for greater visitor opportunities.

MODEL Railroading Days 2024 Exhibitor Schedule (subject to change)

Week #1- August 2

Modular Groups

*Northeast Corridor Historical Society- HO scale

*Strasburg O Scale

Table Displays

*Jim Rose— Mixed Scale and Gauge

Weekend #2- August 9

Modular Groups

*DC Area Independent HiRailers- O scale

*Baltimore Area American Flyer Club- S scale

Table Displays

Weekend #3- August 17

Modular Groups

*Strasburg Model Railroad Club- HO scale

*World's Largest Lionel 0-72 Layout

*Capitol PenNscalers

*Lower Susquehanna Valley Railroad- O scale

Table Displays

NMRA Clinics August 17th only (see page 24 for details)

Weekend #4- August 23

Modular Groups

*Train Collectors Association- O & S scale

*Stillmeadow Crossing Modular Train Group- O scale

*Capitol Free-Mo- HO scale

Table Displays

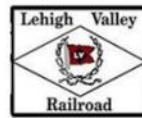
Non-NMRA Events (cont.)

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

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



Spectator admission!

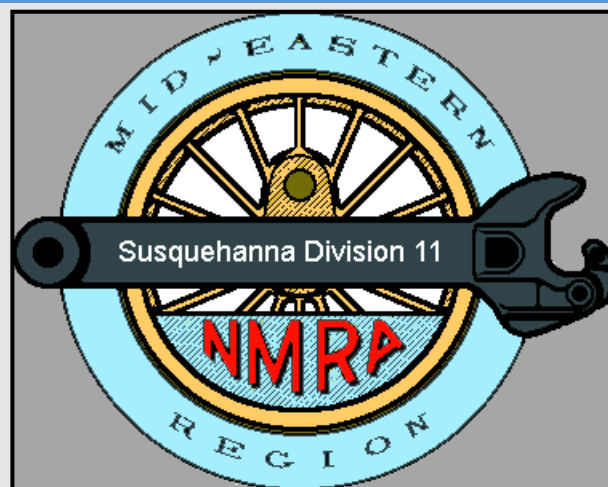
This will be available on Saturday only!! Spectator admission allows you to view the models, talk to the owners/modelers, purchase items from the vendors that are onsite and tour the Museum grounds. Spectator admission is available Saturday, Sept 21 from 8am-4pm Admission: Adults \$9, Seniors (65+) \$8,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

NMRA Events

The Railroad Museum of Pennsylvania will be sponsoring their Model Railroading Days each weekend throughout the month of August. Our Division has partnered with the Museum presenting two clinics on Saturday, August 17th.

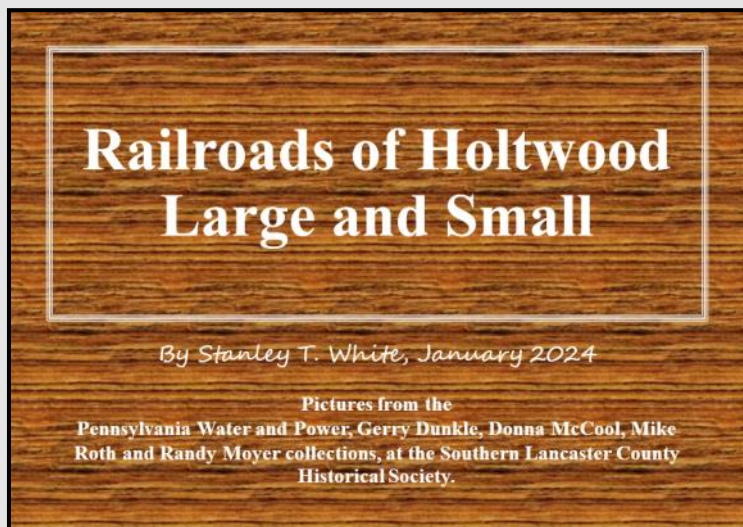
The clinics are open to any Museum visitor with a paid admission. Regular admission is \$10 and seniors admission is \$9. The Museum hours on the 17th are 10 AM-4 PM. The Museum is located at 300 Gap Road, Strasburg, PA 17579. For in-depth information visit :

<https://www.rrmuseumpa.org/>



With the Museum opening its doors at 10 AM the planned activities will begin at 10:30 AM with a short meet/greet and business meeting. The two clinics will feature expert guest presenters.

11:00 AM- Stan White, past President of the Southern Lancaster County Historical Society, will describe the Railroads of Holtwood, Large and Small, in a picture-filled presentation. (Q and A to follow.) Stan has researched archival documents and photographs of the Pa. Water and Power Co. **to provide in-depth information and historical facts about railroading, there, in the steam era.** Stan has authored numerous books about historic railroad and other structures along the Peach Bottom Railway (L. O. & S.). Additionally, Stan, with co-author Mike Roth, penned an authoritative text of the Lancaster, Oxford & Southern Railroad (The Little, Old & Slow) and several other books of local historical interest. Join us for an enlightening and entreating event!



1:30 PM- Dan Horting is a retired Air Force pilot who has been a 'live steam' model enthusiast since his teen years. More than a decade ago, Dan began building a PRR K4 replica in 7 1/2" gauge. With the help of the Railroad Museum and the Pennsylvania Railroad & Technical Society a precision working replica of engine #3855 is almost 99 % complete. Dan's K4 saga was first presented in 2019 with a feature in **Sidetracks**. This update will detail the final stages of construction.

Join us for this extraordinary example of model railroading excellence!



NMRA Events

Save the Date!

Steamtown National Historic Site in Scranton will be the location of our Saturday, October 26, 2024 event.

Planning is proceeding for a Susquehanna Division event 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 and start with a guided group tour at 10:00 AM led by a Park Ranger.



Afterwards, further exploration of the rolling stock, turntable, and roundhouse on our own are possibilities. If staffing is available, 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.



Another 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.

Further announcements as we get closer to the event will provide more details, other possible model railroad stops on your way home, and a possible gathering of folks from the Northeast Subdivision.

Please save the date for a fun fall trip to the Northeast Subdivision of your Susquehanna Division and Steamtown.



David Ellis, Division Director and Event Manager

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

Hotel Registration Information

Hotel Rate is \$79 USD per night

Phone: +1-919-941-6200



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, 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, 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, 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

• Email Frank Koch: achiev@nmra.org

• Contact your Region or Division Achievement Program Manager (see 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

• Email: 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

(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, then click on the "Conventions" tab

• 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 (MWTM)

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

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 for your rate.

To subscribe:

- Email HQ: 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 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 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
- 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 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 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, 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
- NMRA Standard Gauges in various scales are available in the Company Store at 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, 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.

- 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 offer those new to the hobby help in learning the basics of track, wiring, scenery, and more.

- www.nmra.org/beginner/



We make it more fun!