



Susquehanna Valley Garden Railway Society

"Central Pennsylvania's Garden Railway Club"

Quarterly Newsletter

May 2013 Edition

Upcoming Events

Sunday

June 9th, 2013

General Membership

Meeting

3:30 pm

Barry Ziegler's House

*See article in Newsletter
for more info.*

July 15th, 2013

Deadline for information
submission for August
newsletter

Saturday

August 3rd, 2013

Executive Board Meeting

To appoint nominating
committee

Saturday

September 14, 2013

SVGRS Club Picnic

Wednesday

October 9th, 2013

General Membership

Meeting

The Brethren Home

New Oxford

East Coast Large Scale Train Show

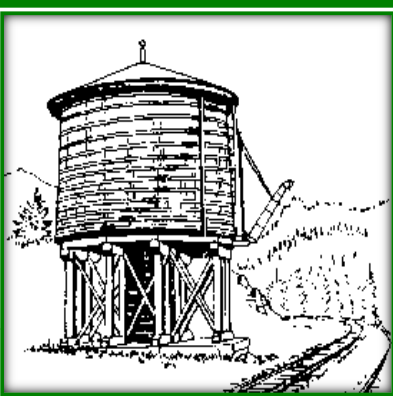


Picture of East Coast Layout

When people see pictures of our layouts, like at the 2013 East Coast Large Scale Train Show last month, they always comment on how nice they are. They can't believe we set it all up in a day and then tear it down after two days. Some even call us crazy. I don't think I'm alone when I say, I love it! Having done a number of these York shows, it's such a thrill to see it all come together. To hear people talk about what we've done

different each year and to see the folks just sit and stare is very rewarding.

I'm not sure how, but this year we came up with yet another new layout design. It all came together Thursday when everyone worked together to complete the track, electronics and scenery. I'm very proud of what we get to do year after year and I hope each of you is as well. It doesn't matter if



you helped setup, tear down or just came to help run trains, I want to thank each one of you for a job well done! There are a few folks that I feel compelled to call out by name. To my Dad, Bob Segessenman, thanks a ton for all of the preparation and design you provided in your barn!



Bob hard at work doing a rough layout of the track for the East Coast Show.

To Jeffrey Johnstonbaugh for helping us show off the \$1,000.00 worth of plants we borrow from Appalachian Nurseries and Stauffers of Kissel Hill. To Philip Shoop for being our go-to guy on wiring and for bringing his Brewery Buildings and a lot of cars for us to use on the display.



A picture of Phillip Shoop's Brewery Building as displayed at the East Coast Show.

To our ladies for helping us get those all important details like people, animals and cars on the layout. Last, but not least, to Barry and Linda McNew and

Walter and Jean Plank for supplying food during setup. They brought enough to last several days. Many thanks also to the folks who monitored, especially those who worked many more than a few hours.

I know this is not a big money maker for the club, but we do normally cover our expenses, and this year was no different. We also usually manage to pick up a new member or two. This show, for me, is for the enjoyment of the club. It's hard work, yes, but it's fun and rewarding seeing people's reactions, especially the kids - big and small. This year's show has also worked out to be very good for our equipment roster. Lewis Polk and his son both contributed this year and we now have a new trolley and a custom painted box car.

Thanks for your support!
ECLSTS Coordinator - Rob Segessenman Jr.

Meeting Date and Time Changed

The General Meeting of the Club will be held

**Sunday, June 9th, 2013
3:30pm**

The original planned date for the general meeting of the club has been changed from June 12, 2013 to Sunday June 9, 2013 at 3:30 pm.

Location: Barry Ziegler's house in Lake Meade.
Address: 16 Howard Drive
East Berlin, PA 17316-9394

Barry has 3 large loops and his layout is primarily battery operated.

Members are welcome to bring trains to run.

Questions Call: Barry: 717-762-2962
Turk: 717-762-8873



News from Marklin /LGB

Submitted by: Turk Russell

I meant to include this information in the last newsletter; but things kept on changing and my informants had said, just because it's on a forum does not mean it's true.

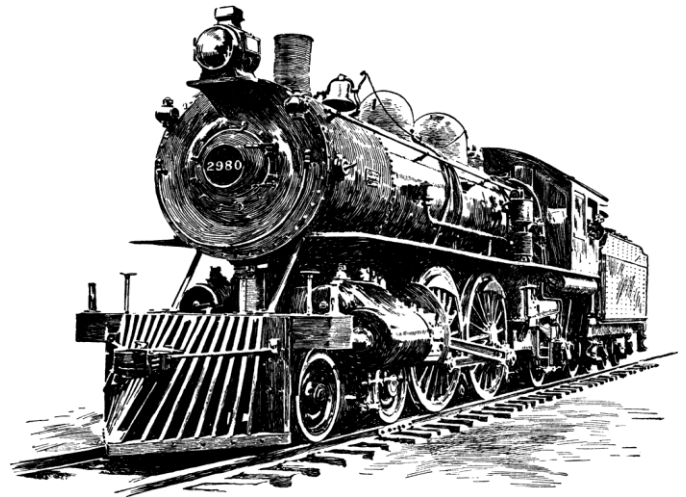
Negotiations started back in the fall of 2012 and by November 13 it appeared that the deal would go through. Then legal things came into play. Marklin, already coming out of a bankruptcy had big debts, plus the purchase of the LGB remains was more money than most companies were willing to take on. Unlike the USA market, the German banks were unwilling to take a huge loss in a toy train business, especially after Marklin had raised more debt by purchasing LGB and Trix. The circle of who's who, trying to buy the company went on for 2 years.

When manufacturers here in the US go into bankruptcy, someone takes a bath on the financial debt and the same or a new party takes over with a new bank approved financial plan. Otherwise, the company and its stocks get sold out to the highest bidder at an auction. There were many interested parties, 4 to be exact. At least Marklin did make a previous effort to bring LGB trains back into the US. But with poor advertising; shortages of product, industry down turn, things never caught on. Walthers never made a dent in distributing the product. Plus they really put the screws to all of their past customers by not making parts. Over the years, parts were a huge contribution to LGB's success; it kept loyal fans coming back. The banks wanted a more secure party to take over the entire deal. LGB was the kicker that probably kept things going.

Marklin's reps along with liquidator Michael Pluta sold the plan to Sieber & Sohn GmbH & Co. KG, and a deal finally did go through to sell Marklin LGB and Trix with all their product rights to a German manufacturer named Simba Dickie.

A lot of the ads we saw in previous Garden Railways by retailers were for product that didn't even exist. I know for a fact that the Mikado and the big Sumpter Valley locos were never even produced. They were banking on commitments by all of us to wait for a demand to build it. Too bad the pricing was almost double what we were used to. Most train enthusiasts were looking for a different product, not the same old stuff reworked. That business plan worked for O scale and has worked in the past; but has not always worked in the G scale market.

Simba Dickie is huge in the toy industry. They are located in Baden-Württemberg, Germany. The trains will still be made in Győr, Hungary, with plans to bring the entire line back from China. The labor force at this new company has a contract with its workers till 2019. Let's hope they can make a go of it and bring back those old reliable trains we love!



Steam Restoration Alive and Well

I am sure by now you have all heard that Norfolk Southern started up a new steam program last year. After last year's successful running of NKP 765 (2-8-4) steam loco all over the east coast and up the Horseshoe Curve, they are going to do it again this year. The schedule is already started, and the same steam loco will be running around the curve this year on Memorial Day weekend. This time you can pay to ride it. NS also has a contract with Tennessee Valley Railroad to run their engine as well this year.



Picture of the Norfolk and Western 611

Also in the making is a possibility of restoring the famous Norfolk & Western J-611(4-8-4) locomotive. The Virginia museum of transportation is conducting a feasibility study to get her up and running again. It's up to the volunteers on this project to make it happen. Currently funds and logistics are being analyzed. For more information on this project go to the following website: www.fireup611.org.



Union Pacific No. 4014 as it sits today at the on the grounds of the Los Angeles County Fairgrounds in Pomona, California.

Finally, I saved the best for last. Union Pacific has started discussing the possibly of restoring to run, yes run, a 1941 Big Boy (4-8-8-4) locomotive. This would be an enormous undertaking! Union Pacific Railroad has had conversations with the Southern California Chapter of the Railway & Locomotive Historical Society to purchase and restore its ex-UP 4-8-8-4 Big Boy, No. 4014. The museum's board is scheduled to meet and plans to vote on the proposal from the railroad to buy the locomotive, says a source familiar with the matter.

Alco built 25 Big Boys for UP in 1941. No. 4014 resides at the chapter's museum on the grounds of the Los Angeles County Fairgrounds in Pomona, Calif., and is one of eight surviving Big Boys. UP donated the locomotive to the chapter in 1962. With the upcoming 150th anniversary of the golden spike, this would be a treat for the sesquicentennial.

Engine Stats

Total Weight: 600 Tons +	Built: Alco, 1941	Horsepower: 6,290
Length: 139 ft.	Fuel: Coal	Top Speed: 70 mph
Steam Pressure: 300 psi	Full Capacity: 28 Tons	Drivers: 68 in.

For more information on this possible restoration go to the following website: www.railgiants.org.

Steam Rules, Diesels just roar!

Information submitted by Turk Russell. Photos and stats added by Kevin Adams



We feature RCS America components and install battery power, sound and remote control systems into G-Scale engines, tenders and boxcars. If you have a battery, sound or remote control need, we're sure to find the system and installation to fit your train configuration and needs.
We are located in York PA.

Web site: <http://gscaleinstallations.com/>
Email: Robert@gscaleinstallations.com
Phone: Robert Buck – 717-741-3060

Steam into History train coming soon

Civil War era steam train will begin running the line on June 1. (DAILY RECORD/SUNDAY NEWS - PAUL KUEHNEL)

York, PA -

Saws hummed. Volunteers painted. And crews placed railroad ties along the tracks.

Steam Into History, Inc., which occupies an old feed store in New Freedom, hummed with activity this week as the nonprofit gears up to run a replica of a Civil War-era train along the Northern Central Railway.

The steam engine, York No. 17, will be tested in Elgin, Ill., next week, said Debi Dwyer Beshore, manager -- sales & administration. It will be delivered by truck to New Freedom some time shortly after that.



Arnie Rodriguez with Balfour Beatty Rail Inc. uses a grapple truck to lift ties bundled for transport down the Northern Central Railway.

The train remains on schedule to begin running June 1, she said. The nonprofit's first bus tour group from Canada will ride that day.

The grand opening celebration will be held June 21, 22, and 23. A reenactment of the Confederates arrival at Hanover Junction, the panic that ensued and the destruction of the railroad lines will take

place June 22 as part of the 150th anniversary, according to information provided by local author Scott Mingus.

Earlier this week, crews began distributing railroad ties along the Northern Central Railway to make repairs to the line.



Arnie Rodriguez with Balfour Beatty Rail Inc. uses a grapple truck to lift ties bundled for transport down the line just north of Glen Rock on Monday. The ties will be used to restore the track between New Freedom and Hanover Junction. (DAILY RECORD/SUNDAY NEWS - PAUL KUEHNEL)

About 7,000 wooden ties will be placed along the 10 miles of track between New Freedom and Hanover Junction, said Robert Gotwols, chief operating officer for Steam into History. Track work will start in about two weeks.

About six volunteers from the Home Depot in Shrewsbury worked on painting the outside of the building, such as the window frames.

The volunteers do little projects like this to make a difference in the community, said Alan Sterner, an assistant manager at the store.

"... It's a real cool thing," he said of the train project.

Ralph and Polly Bucklen of Paradise Township saw the ties being distributed along the tracks during

their bike ride on the Heritage Rail Trail County Park.

"I wish them luck," he said of the venture.

Steve Blagg of Westminster, Md., who was getting ready to start his trek on the Rail Trail, said he had not heard about the history train coming to the area. He said he would be interested in riding it from time to time.

It is pretty country, he said. He thinks the train would do well.

Jeanne Smith's house in Codorus Township stands close to the railroad tracks, and she's excited that the steam train will be passing by. She talked about sprucing up her property.

Smith, who is from Illinois, said this area is special place. The history can be felt here.

She said she'd love to ride the train, but she's just as excited about waving to the people going by.

"It feels like we're getting a little taste of the past," she said.

Own a piece of the railroad

People can sponsor a railroad tie as a contribution to Steam Into History Inc., which will operate a replica of a Civil War-era train and allow riders to relive Civil War history.

The sponsorship of one tie is \$125. Purchase two ties for \$200 and \$50 of that contribution will be donated to the New Freedom Heritage Museum Park fund.

Contributions can be sent to: Steam into History, P.O. Box 128, Main Street Station, 2 West Main, New Freedom, PA 17349.

For more information, call Debi Beshore at (717) 600-6535.

Skirmish at Hanover Junction

A reenactment of a skirmish between the Confederate and Union troops at Hanover Junction will be held June 22, said Jeri Jones, program coordinator of the York County Department of Parks and Recreation.

The reenactment will include Confederate troops taking shots and the Union soldiers running, the telegraph operator fleeing from the station, and the rebels raiding an old hotel next door.

Local author Scott Mingus will emcee the event.

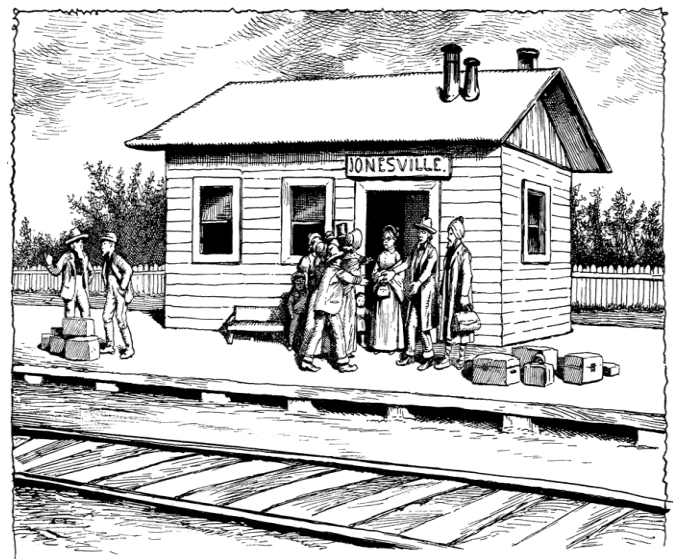
The event, which runs from noon to 4 p.m., is free. The reenactment is set for 2 p.m.

"We're expecting a big day," Jones said.

The event is being hosted by the York County Parks and Friends of the Heritage Rail Trail Corridor.

Stay tuned for more details. Parking will not be allowed at Hanover Junction that day. Visitors will be shuttled in from elsewhere, and part of the rail trail will be closed.

[By TERESA ANN BOECKEL](#)
[York Daily Record/Sunday News](#)



News from the industry

Submitted by: Turk Russell



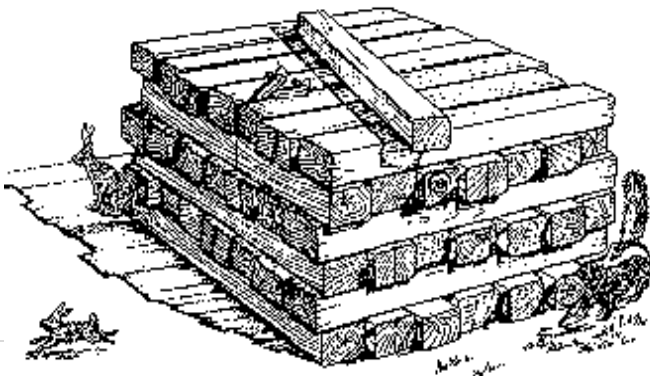
Aristocraft trains just announced that they will produce All 20 paint schemes of the heritage locomotives for the Dash 9's. They will be available in 3 ways:

1. All 20 as a set (I want to know who will afford that)
2. A set of 10 locos that will be customer configured.
3. As individual locomotives, you can pick your favorite.

Scott Polk says they are trying for a Dec 2013 delivery



Accucraft trains has just announced they will produce a 1.29 scale 4-6-4 Dreyfuss Hudson #5454 in a light grey streamline edition. As far as I know; this will be a first and gives us a new locomotive category. It will be produced in the AML line. This is good news since the cost will be much less expensive and in a more popular scale. There will be 2 versions for track power including phoenix sound, and one live steam version. Accucraft is also adding locos to their live steam line as well.



SVGRS Receives Donations from Members.

Lou & Hermina Stahl graciously gave the club the following items:

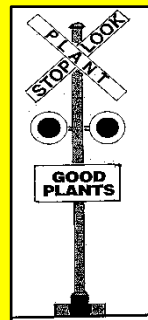
- Back drop sign
 - Train car for Christmas party
 - 25 Split jaw rail clamps
 - A rail clamp tool
- They also donated some miscellaneous track.

Turk Russell recently gave the club:

- 2 tiered hand-built 3 set row house building. We recently used it at the East coast large scale show. He also gave us a rail clamp tool and new connectors as well.

Thank You to All Who have Donated!

It's not a GARDEN Railway until it's planted with plants from



Appalachian Nurseries and Gardens

1724 Clay Hill Road
Chambersburg, PA 17201
Phone: 717-597-8456
Fax: 717-597-9073

Hours:

Monday – Friday 8:30am – 4:00pm
Saturdays by Appointment
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We will ship to your location!
Call ahead to see our selection

Check Out our Website!
www.smallplants4bigtrains.com
Many Full Color Pictures!

Last of LGB Founders Dies

Submitted by: Turk Russell

Wolfgang Richter (co-founder of LGB) recently passed away in November 2012. His brother Eberhard had passed long ago in 1984. Wolfgang was always known as a "thumbs up" man who would listen to what rail fans wanted and was at every toy and train show up until the late 90's. He was still active with the company until 2006.

The 2 brothers are known as the inventors of G scale and outdoor model trains known as LGB (The big train). This was a revised version of #1 gauge trains. Wolfgang's sons had been involved in running the company till its demise in 2008

The TCA has an in depth article about the company and its family history.

Click on this link for more information
<http://www.tcawestern.org/lgb.htm>

A train made entirely of chocolate has set a new Guinness World Record as the longest chocolate structure in the world.



The sculpture, on display at the busy Brussels South station, is 112-feet (34.05 meters) long and weighs over 2,755 pounds (1250 kilos).

Maltese chocolate artist Andrew Farrugia spent over 700 hours constructing the masterpiece.

Belgian Chocolate Festival in Bruges: "I had this idea for a while, and I said what do you think if we do this realization of a long chocolate train, you know, because a train you can make it as long as you like."



"Actually it was going to be much smaller than it was, but I kept on adding another wagon, and another wagon, and it's the size it is today."

Farrugia had previously built a smaller train of 12 feet for an event in Malta, which he said gave him insight about how to build this much larger version.

There are two parts to the train. The first seven wagons are modeled after the new Belgian trains, and the rest of the train is modeled after the old train wagons, including a wagon with a bar and restaurant on board.



Three days before the event, Farrugia transported the chocolate train by truck in 25 wooden boxes from Malta to Belgium.



Farrugia said the train incurred considerable damage during the drive and several of the train's walls had completely collapsed. Luckily, with hard work and little sleep, the chocolate artist was able to fix all the damages before presenting the train to the public on Monday.

After measuring the length of the train and confirming no material other than chocolate was used, officials from the Guinness Book of World Records added a new category to the collection of world records and declared the train to be the longest chocolate structure in the world.

Open House Locations Needed!

We are currently looking for individuals to show us your layouts.

If you are interested in holding an open house or a meeting at your home please contact Kevin Adams at Captain49A@comcast.net or (717) 632-1884.



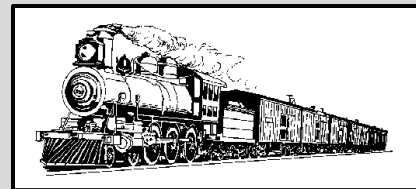
"If it's mechanical, we can fix it!"

**Electronics, Board Repairs, Updates,
Installation of Sound Systems**

Battery Operators –We use RCS Systems

William "Turk" Russell
11548 Airport Road
Waynesboro, PA 17268

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Home: 717-762-8873
Cell: 717-977-1000



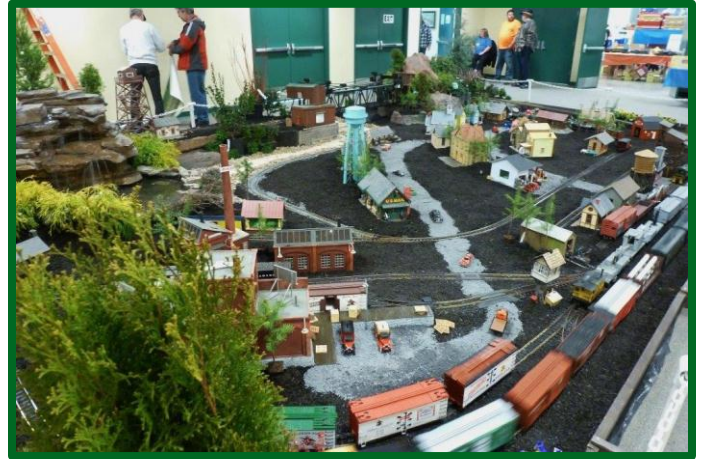
Club Financial Report

As of April 30th, 2013
Submitted by: Jeff Shubert

Checking Balance
\$2,926.37

Savings Balance
\$6,170.65

Additional Photos from the East Coast Show



Additional Photos from the East Coast Show



Additional Photos from the East Coast Show



Turk and Barry work to service the clubs equipment following the show.

A special **Thank You** goes out to all who have contributed to this edition of the newsletter. If you have information that may be of interest to the club members feel free to forward it to me and I will include it in our next edition.



**Susquehanna Valley
Garden Railway Society**

Central Pennsylvania's Garden Railway Club



**2013 Club
Officers**

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Vice President
Treasurer / Membership
Secretary
Newsletter Editor

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