

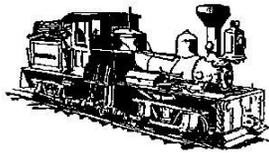


SVGRS Newsletter May 2017

2017 SVGRS Calendar of Event

- May 21** **Open House**
Randy Mower 11 AM till 4 PM, 5218 Eton Place,
Mechanicsburg, PA Phone 717-766-8309
- Date TBA** **Trailer Clean up and Inventory of all SVGRS**
Club items 2:00 pm
(To be held at Bob Wengers home, 100 Arendtsville Rd.,
Biglerville, PA 17307)
- June 15** **SVGRS General Meeting #2**
Train Station New Oxford, PA
7:00 PM
- June?** **Open House Walter Plank**
- Aug-23** **- Executive Board Meeting**
(Location - Gettysburg Outlets Food Court)
- Sep-16** **1:00am - General Meeting #3/Club Picnic**
(Jeff & Mel Shubert's House in Shippensburg PA)
- Oct-10** **Deadline for 4th quarter News Letter Articles**
(Email pics & articles to editor)

- Nov-3** **9:00am - Rocky Ridge Setup up Track**
(Rocky Ridge County Park, York PA)
- Nov-11** **9:00am - Rocky Ridge Complete Setup**
(Rocky Ridge County Park, York PA)
- Nov-24** **6:00pm - Christmas Magic Opening Day**
- Dec-3** **5:00pm - General Meeting #4/Christmas Party**
(Railside Banquet Center – Hanover PA)
- Dec-31** **2017 Rocky Ridge Christmas Magic Ends**



Aug/Sept Layout Tours – Volunteers Needed?

If you have a garden Railroad layout we would appreciate if you would consider having a open house in 2017. This is a good way for members to get ideas and also provides good comradery among our members. If you are interested contact Robert Wagner to set up a date. Sunday afternoons seem to work best for most members.

Message from the Club President

Well, spring is here early or so we thought! It's hot, then its freakin cold and of course the rain. We all have worked to do in our yards + our garden railroads need cleaned up. Like most folks I talked to the rain has been a pain. Too much rain and

moisture just makes track work a mess. Hopefully, the weather will get more stable so we can all get to work on our layouts. I had the privilege of traveling to Florida at the last minute and Renee and I were able to see at least one nice layout in 80 degree weather.

If any of our members need assistance with Garden Railroad advice, feel free to call me. While I am always busy with our full time job and trains in the evening; I always enjoy talking trains! Hope to see you all soon

Turk



ECLSTS for 2107 - New Challenges – Great Results!

Each year it takes a group effort to pull the East Coast Large Scale Train Show off and I'd like to specifically thank my Dad, Turk, Jeffrey and Phillip for their efforts to make it all work. Beyond that we had a great group of club members for setup and tear down including a couple of newer members who really helped make a difference. I can't thank each of you enough for your time and energies. Kevin - As always, you were a big help! Jason and Stephanie - Thanks for pulling together lunch! William - Thanks for staying and really putting yourself out for tear down! It's work, but I hope everyone had fun.

Each year my Dad and I wonder what we can do that is new and unique. Sometimes one of us just has a theme in mind, and other times, it all comes from a track plan or idea that is seen even in other scales.

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This year I actually started from the idea of using my girder bridge and the idea of a museum just popped in my head one day. We can then play ideas off each other to create the track plan. The final step is a trial run setup in my Dad's barn carefully fit in between the cars and trailers stored for the winter. From there it's exciting to see it all come together on setup day. Many folks I show pictures to marvel at the work we do for just two days! Regardless, I still think it's worth it and I hope everyone else does as well!

This year's challenge, and one that will be an issue going forward, is small plant material. We no longer have the easy access to the outstanding stock provided by Tom and Fern McCloud. We did purchase plants last spring, but due to an unfortunate tragedy, we lost many of those. Turk was able to come through for us on several fronts, and actually located a small selection of Tom's plants which we used. Additionally we incorporated more flowers this year, and I really liked the added color. That is something I think we should pursue, but the early spring date does make that a challenge.

This year's event, setup to be specific, hosted a unique club experience where Phillip revealed that he and Tiffany are having a boy to be named Ryan!

While it would appear the show will stay at the York Fair Grounds, the 2018 schedule is tentatively set for Easter weekend like 2016. As a club, that was very hard to manage and we're considering not building the lobby display if that date stands. Come to our meeting in June to discuss!

Your East Coast Large Scale Train Show Coordinator - Rob Segessenman Jr.

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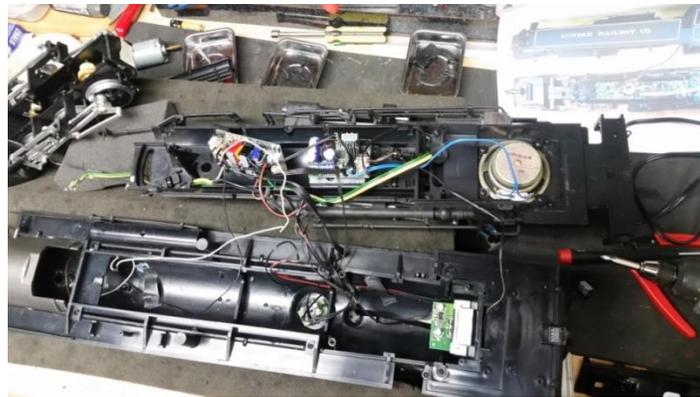




* **Repairing Today's Trains**

I decided to share this LGB Mallet repair not to show the complexity or difficulty of dis-assembly, but to show how one part can slow up a repair beyond belief. Business is different now even though the names remain the same.

Amongst other things that were wrong with this locomotive, trying to obtain a top motor block mounting plate lid became the most difficult of the entire repair. This used to be an easy stock part to get. Motor block parts such as gears, axles and the block itself are supposed to be readily available. We all know they are the wear items. Now that is no longer and considered; "The old days"



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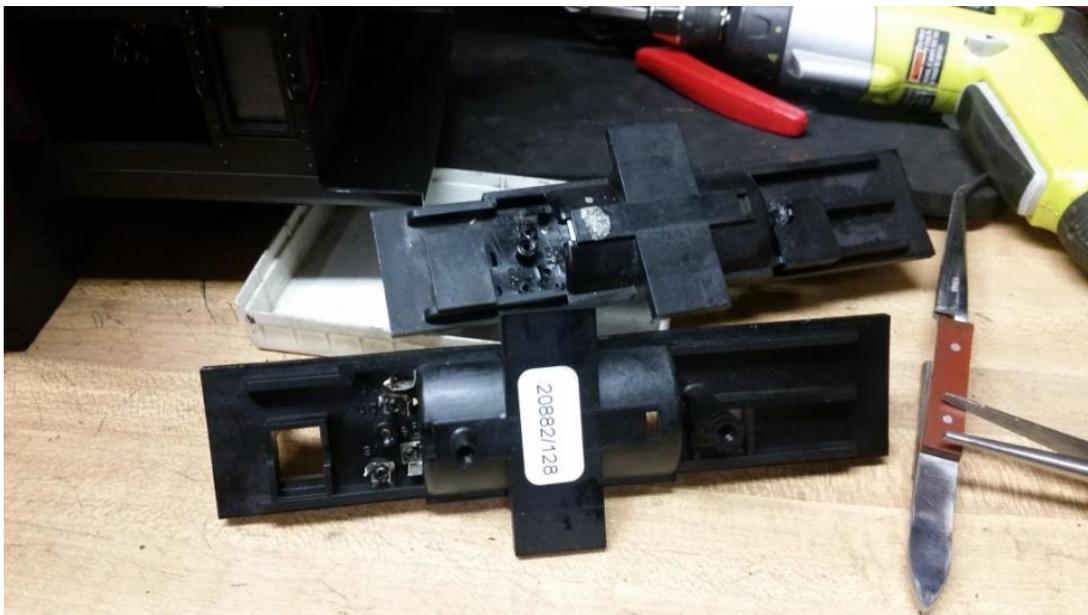
While Marklin trains now owns LGB, they have now changed on what we call “parts offered”. The much common parts that are badly needed are just not there. Folks like Train-Li do offer some parts , but not everything. LGB as well as others do major advertising for the product and brag how it’s still awesome after 35 years, but offer minimal parts supply. Yes, I have had issues since 2006 in getting LGB parts.

We all asked why a company that prided itself on great service and top quality trains would now change how things are done. I know what you are thinking, China!

Surprisingly, that is not the case with LGB/Marklin.

I also asked myself how hard it can be to obtain this part, since the mal-lets went back into production this past year. You can buy them at the popular hobby shops.

Here is how it works. When a loco or rolling stock is produced, at the end of the run , they do what’s called an unassembled run. These parts are loose and bagged up with the original run and then shipped to the companies over here in the USA. For example; a production run of say 500 pieces, they might offer 20 unfinished/ unassembled parts surplus at the end of the line. Those 500 trains are shipped including the end run of 20 unfinished items as the parts supply all together.



It's a game of numbers. But if a certain part breaks multiple times or is deemed defective, here lies the problem. Not enough parts to supply the techs or the public's demand for repairs. Bachmann used this method for years and was good at it; but they had one exception. They allowed their repair techs to use stock locos or new ones if major issues came about so that there were plenty of spare parts based on demand. That's good. The bad is that now they have reduced their trains inventory that were supposed to be sold as new. Aristocraft did ok, but always ran out of parts and some were never made. They made small runs though. They also could reorder parts 1 time during a year as well, but it was expensive. Old LGB built trains were produced as well as parts like our car manufacturers do. This was awesome, but expensive. The Germans did not care. They always were able to provide parts for 90% of their train's parts. Most train manufacturers are lucky to shoot for 30% at best.

The new Marklin/ LGB is awful and we hear this from a lot of LGB dealers. You are destroying a reputable line of trains. They have barely shipped parts for most of their trains after 3 years of taking over for the new LGB business.

It took me 5 calls and 4 emails to even get thru to the proper channels for LGB parts. Next, was to determine which part numbers we could use. I have all of LGB's service guides from the beginning to their end, but this is no longer the norm when ordering parts. Some numbers are still good, while others are obsolete. It took 3 months and 2 different suppliers to finally ship me the parts needed. Reminds me of the old Lionel trains of the 90's. This was extremely frustrating for me personally since I had lots of connections in the train industry with parts and service managers thru the years. I could get parts that no one else could get sometimes. Folks would call me from all over begging for help with their trains.

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Those days are over, and most employees have retired or been forced into retirement. Downsizing a company to run lean is the new norm and if a few get hurt feelings; who cares! You can barely get someone on the phone let alone an email response. Its sell sell sell! We can worry about service later.

Anyway, after 3 months I was finally able to get the motor block top lid, but not for the current mallet, but for an old Uintah mallet. Funny that's a 1996 production locomotive. So the color is grey rather than black. In the old days this would have been a NO NO at LGB.

At least we were able to get the blasted parts and fix the customers loco.

Bottom line, if you mess it up or its badly broken. Throw it out and buy a new one! In today's world, that's how we now live with all of our possessions. The problem is what if there is no new train to purchase? What if they don't produce it again? I myself have started throwing trains away and I never thought this would happen. Most folks and members know I will take or pay for them just to build up an old parts stock. But, those days are also starting to fade in my world.



Submitted by: Turk Russell

This is a neat informative video that I thought would be good for our newsletter

https://www.youtube.com/watch?v=ER83T_uC45c&feature=em-sub_digest



END OF THE CIRCUS TRAIN

The Ringling Bros. and Barnum & Bailey Circus is closing.

The last line of a T.S. Eliot poem talks of the earth ending "...not with a bang but a whimper."¹ The Greatest Show on Earth, for all its pomp and bombast, its hype and fanfare, will end not with a glorious round the country farewell tour that would last for years. No, instead it will creak quietly to a halt later this month and fold its tents forever.



[Visit Trains Magazine's excellent coverage](#)

including a *free* nation map of Blue and Red's final miles
When a decision by their parent company came down late last year to end 146 years of the Ringling Bros. and Barnum & Bailey Circus, there were dates already booked--including one in Colorado Springs--that

were quickly and quietly scrubbed. Thus, one last chance to photograph the circus train, red or blue, is no more. If you want to see any circus move by train, you will have to travel east to one of the remaining dates in the next two weeks.

I remember seeing an incarnation of this same circus in 1977 with my mother and grandmother, watching the elephants and tigers and taking in all the sights and sounds. Had I known they had arrived by train and **lived** aboard it, I don't think my mother could have gotten me home! And yet, when I ask myself, if I had such good memories, why didn't I take my own kids to see the circus, I'm confronted with some of the reasons the circus had fallen on hard times. After years of connecting with my kids through animals and educating them about wildlife, it made explaining animal acts (and my implicit support of them) to my kids a bit awkward.

That is the same reason behind the circus owners' decision. After bowing to relentless pressure from animal rights activists and retiring their elephants last year, ticket sales dropped as the owners anticipated. But they didn't just drop; they tanked, [forcing Feld Entertainment to pull up stakes](#), leaving a lot of us [with mixed feelings](#).

On the other hand, unmixed and plainly clear is my regret at not getting a last look at a unique American institution that is quietly dying alongside its reason for existence. [The Red and the Blue Trains](#), for all their aluminum-gray patchwork, were a rolling community, a total of 124

passenger cars traveling from one city to the next, more often than not at the mercy of a freight railroad to get there. Residents of this community had one foot in the 19th century circus and railroad traditions and the other foot in the 21st century technology, with satellite TV, DVRs and smart phones all as mobile as they are. Maybe a lot of things got mixed, especially toward the end.

But that's a circus for you.

I just wish a lot more of us got a chance to say goodbye before they left. □



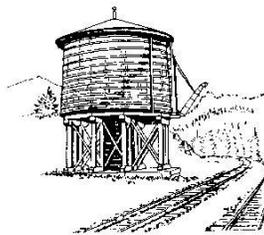
I will build that wall

Circus Train Passes thru Shippensburg

On Tuesday night I was sitting at home and overheard on the scanner of the circus train heading towards Shippensburg. The dispatcher in Harrisburg told the train to stop at the airport road crossing which is east of Ship switch to wait for a westbound train. I hopped in the car and headed to Cleversburg Junction in Southampton Township, which is a train spotters location. The Ringling Brothers Circus train was stopped in front of Cleversburg Junction. The circus was headed to Uniondale NY to end The Greatest Show On Earth. It is sad that for the past 146 years this show has to come to an end.



Submitted by Jeff Shubert



Small train garden located at an RV park in Bradenton, Florida.

We visited some folks who told us about it. Nicely done, with trains running into his shed. The fake green grass looks so real. We need to find out where they bought it.

Submitted by: Turk

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More Bad News on the WM scenic RR

by Turk Russell

As most of you know the western md railroad in Cumberland md has been working and negotiating to get their big 2-6-6-2 mallet #1309 up and running this year after a fiasco or unrealistic completion dates and financial burdens the year before . in additions they were dealing with

sinkholes and issues on the line that had prevented them from running trains to Frostburg for 1 ½ years. The new date was set for July 1st with a lot of ads and hoopla about the big mallet being finished and ready to go . Tons of tickets were sold including myself and some of our club members . July and August were sold out in 3 weeks . Big steam was finally coming to the East coast .

Unfortunately their grant money has been stopped since mid March and the rest of the funds are in limbo due to some money squabbles over contributions the railroad itself must provide and when the rest of the grant money will kick in. At this point we have been told that there are 8 weeks of estimated work left to finish completion of the locomotive. The outside sources/ contractors have left the premises at this point since they too need to be paid.

I did speak to some personnel at the RR and they have high hopes that their they can get this settled soon and now predict a fall grand opening . See below for a detailed update

The good news is the sink holes and track separations have all been completed through bureau of mines and sub contractors . **The railroad can finally run trains back to Frostburg .**

Western Maryland Scenic says funding delays will delay C&O 1309 restoration

By **Chase Gunnoe** | April 26, 2017; Posted by **Trains Magazine**

CUMBERLAND, Md. — Chesapeake & Ohio 2-6-6-2 No. 1309 is going to be late for its own debut. Railroad officials say funding issues mean the locomotive will not make a July 1 appearance under its own power as announced in January.

John Garner, the Western Maryland Scenic Railroad's superintendent tells *Trains* News Wire that while the railroad has spent \$800,000 of its own money to push forward restoration of the giant articulated locomotive, reimbursements from the State of Maryland have been slow in coming.

Garner says that railroad workers and its contractor, Diversified Rail Services, stopped all restoration work in early March due to the funding setback. The railroad has also had to furlough workers due to a shortage in cash flow.

In 2016, the Maryland governor's office set aside \$400,000 in a matching grant to aid in the restoration of No. 1309. Garner says that the grant program is designed to contribute to the locomotive's restoration, but the railroad is required to match the state's financial contribution and must first spend its own capital dollars before an approved reimbursement can be processed by the state. Garner says that raising \$400,000 for a single project, while also trying to run the railroad has made it difficult for officials to maintain steady cash flow for the railroad. He says state officials are working to make railroad vendors approved state contractors and to also approve vendors' invoices.

"It's all up to the state now, if [the state] cuts a check loose tomorrow, we go back to work," says Garner.

He declined to predict when the locomotive's restoration would continue or a project when it may make its first run.

Garner did say that once the next grant reimbursement arrives, contractors have about eight weeks of restoration work remaining before the locomotive is ready to go. Remaining projects include preparations for a hydrostatic test for the boiler followed by reassembly work if the test shows the locomotive will safely hold steam and water under pressure.

In January, the railroad set July 1 as the inaugural weekend for No. 1309's trip into Cumberland and Frostburg, Md., and began selling tickets for a series of July 4 weekend excursions.

Due to the uncertainties in when the state may send additional money, the railroad has started processing refunds and re-bookings for the July 4th weekend excursions. Garner says that many international visitors are unable to adjust their travel plans to re-accommodate No. 1309's set-

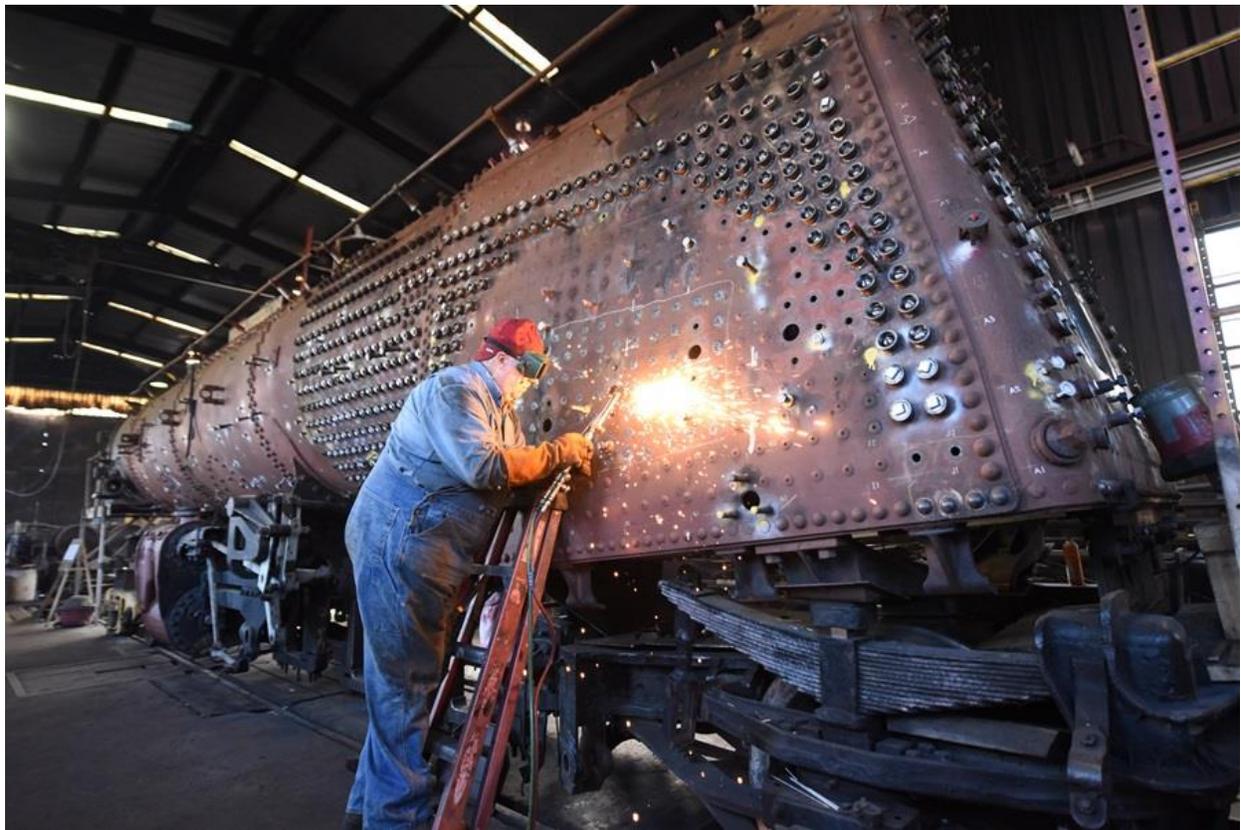
back. The railroad is offering \$10 vouchers that can be applied to train rides, gift shop purchases, and or on-board services.

Work resumes on 1309

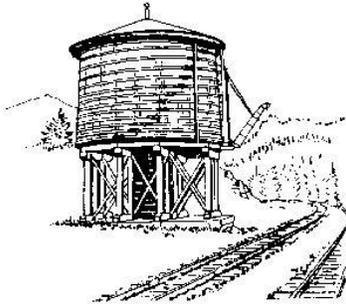
Western Maryland Scenic Railroad restarts restoration work on 2-6-6-2 locomotive

By Jim Wrinn | May 10, 2017

RELATED TOPICS: EAST | STEAM/PRESERVATION | RAILFANING



CUMBERLAND, Md. — Work has resumed on Western Maryland Scenic 2-6-6-2 No. 1309 after a two-month hiatus while the railroad worked with state officials to streamline funding for the 1949 articulated due out later this year.



Club Trains for Sale

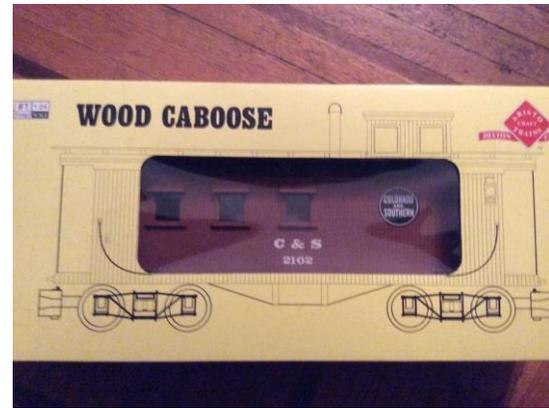
Those of you who've been paying attention will have noticed the club is periodically reinvesting some of our hard earned cash back into replacement and or upgraded equipment such as additional engines, Bachmann Thomas items, track and buildings.

Not everything we no longer use is worn out so we find ourselves with several engines and cars we would like to sell to reinvest the capital in sound systems for existing engines. Some of the items are new and some are used. Please note the pictures. At this point we'll entertain reasonable offers from anyone in the club. If they don't sell between now and the picnic this summer, we'll list the items externally. Additional pictures and or information is available from Rob or Turk. You know how to get us!

1. Used Bachmann Union Pacific old timer 2-4-2 steamer (also comes with 2 J&S passenger cars)
2. Used LGB Amtrack 91950 set (powered engine and two cars)
3. Used LGB Amtrack 90953 additional car (two available)
4. Used LGB Amtrack 91954 diner car
5. Bachmann mini trestle bridge 1ft plastic
6. New Bachmann 98006 (Thomas series) gondola car

- 7 New Bachmann 44948 (Thomas series) fruit & Veg. car
- 8 New Aristocraft ART 82102 C&S wood sheathed long caboose
- 9 Used Aristocraft ART 46040 Norman Rockwell collectors box car





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