

# SUSQUEHANNA VALLEY GARDEN RAILWAY SOCI-



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## Annual SVGRS Picnic

This year we will meet at the Memorial Park in New Holland. The yearly club gathering enables all to meet and interact. Prior to and following the catered meal, games and activities will be available for member participation. Items for sale will be presented for club members and a 50-50 drawing .

Be sure to bring your favorite engine for the “Hill Pull”. Here is an opportunity to show others your rolling stock goes the greatest distance.

If you need directions to the park please contact Mel Pankuch. He indicates that it is “**SIMPLE**” to get there if you follow his detailed directions.

Our president will present a review of club activities to date and discussion of future club activity. Club members will have an opportunity to discuss concerns with the executive committee.

Members of the **Nominating Committee** will be available to club members for consideration of potential club officer candidacy.

1. Mel Pankuch \_\_\_\_\_
2. Marlyn Geesey \_\_\_\_\_
3. Barry Zeigler \_\_\_\_\_

It is not too early to plan for the next year’s picnic. Now is the time for individuals to step forward and volunteer. It is important to determine the picnic location early. Let’s share the responsibility for next year’s preparation—not expecting others to undertake this activity alone.

### Calendar of Events 2006

#### Sept 16-24

Day out with Thomas  
Strasburg, Pa.  
(717) 687-7522

#### Oct 7-8

EBT Fall Special  
Rockhill Furnace, Pa.  
Phone: (814)-447-3011

#### Oct 10-21

TCA East Coast Show  
York, Pa.  
(717) 687-8623 Phone

#### Oct 21

Club Display Strasburg  
Strasburg, Pa.

#### Nov 11

Club Display  
Rocky Ridge  
York, Pa.

#### Dec 1-3

Moonlight Ride on the  
Greenbriar

Marshmallow Roast  
1 (877) MTN-RAIL

#### Dec. 2 6:00 Pm

*Annual Christmas Dinner*  
Brethren Retirement Ctr.  
Cross Keys, Pa

Svgrs each year maintains garden railroad displays for public view. These displays demonstrate to the public the actions of a vibrant club activity. Public enjoyment and education create demand for these displays. The amount of economic remuneration is slight but the need for club participation remains at a high level. In order for our club to maintain these displays there is need of volunteers to assist the core of members who have traditionally provided the bulk of work required. Our president has indicated the Strasburg Display will be constructed on October 21st and the Rocky Ridge Display will be completed on November 11th. Please contact **Lisa Boll** or **Mike Oberdick**. Continuation of these public displays will depend upon **complete club participation**. In addition to the feeling of a job well done you can experience a team atmosphere while performing a public service to the your community. Members step forward!

**Robert Segessenman extends an invitation to all club members  
to attend Open House and display of his Garden Railroad  
September 23 1:00-5:00**

## **Maryland and Pennsylvania Railroad (in our back yard)**

The Maryland and Pennsylvania Railroad was established in 1901 by the merging of the Baltimore and Lehigh Railway with the York Southern.

Originally a narrow gauge line, the railroad traced a meandering seventy-seven mile route to connect Baltimore and York, two cities only forty-five highway miles apart. The line's surveyors could hardly have chosen a more picturesque route. The mainline traveled northeast from Baltimore across the rolling Maryland hills through Towson and Bel Air.

At Delta, Pa., the line turned sharply northwest, hugging the banks of Muddy Creek and passing through Felton, Red Lion, and Dallastown on its climb into York. Although traffic was never very dense, the Ma & Pa did serve as an indispensable link between rural communities and the outside world in the days before modern highways and two automobiles in every garage.

It hauled furniture from Red Lion, slate from Delta, and milk from farms along the route, fostering the economic progress of the whole region. The railroad also carried countless residents from their rural homes to the "big city" for jobs, shopping, and entertainment, despite the fact that its "crack" passenger train took four hours to travel seventy-seven miles.

The loss of a U.S. Mail contract and the encroachment of the automobile doomed passenger service, which succumbed in 1953.

The Maryland Division from Whiteford south was abandoned in 1958, but the Pennsylvania portion survived into the 80's. At that time, the Society stepped in to preserve a piece of this unique little railroad, which was so prominent in the history and development of the area.

The Maryland and Pennsylvania Railroad Preservation Society was founded in 1986 to preserve the heritage of the renowned and historic "Ma & Pa" Railroad. Our goal is to promote an appreciation for the fundamental role the railroad played in the culture and development of the region and in the daily life of the communities it served.

As the first step in pursuit of this goal, the Society acquired eight miles of Ma & Pa track and right-of-way from Laurel to Bridgeton through the scenic Muddy Creek Valley in southern York County, Pennsylvania. This last surviving eight mile segment of the original mainline was literally saved from the scrap heap as the track was being abandoned and is now being rebuilt to operating condition.

The Maryland and Pennsylvania Railroad Preservation Society has also acquired and is restoring original Ma & Pa rolling stock, including one of the last remaining four wheel "bobber" cabooses.

### **Heritage Day, Saturday, September 23 --- 10 AM to 5 PM**

Fall Foliage Excursions — Sunday, October 15 & 22 --- 1 to 5 PM

(Taken from Ma & Pa RR Preservation Society website )

For information contact John von Briesen at 410-523-6309

## Johnstown and vicinity trip

Marilyn, Mitchell and I took a trip to Johnstown on Aug 7th to celebrate my youngest uncle's 79th birthday and to do a little geneolgy work. We spent the afternoon with my uncle and then did a little touring of Johnstown. We went into the Morellville section of Johnstown. This area was home to Bethlehem Steel and the former Cambria Cable Company. We found the house where my grandfather was born in 1894. The house was larger then I expected, but the streets were very narrow. After finding the house we headed for our motel; however before we left Morellville we found the Cambria Railroad engine shop. This was an old brick building that was about a block wide and two blocks long. The building appeared to be still in use with nice shiny tracks leading in the main door. There were several tracks in the area, but no moving trains.

In another section of Johnstown known as Moxham was the home of US Steel. In this area was found the old car barn. Originally the large sprawling brick building used to house the Hoynstown trolley cars, then the trackless trollies, and finally the diesel powered buses. Many of the old trolley tracks can still be found here.

On the morning of August 8th we headed for the Allegheny Portage Railroad National Historic Site (remains of the railroad). The Portage Railroad was a 37 mile long track and incline railroad that was opened in 1937 to connect the canal that ran from Pittsburgh to Johnstown with the canal that ran from Hollidaysburg to the Susquehanna at Columbia Pa. This railroad had 11 levels with 10 planes. The railroad was in use from 1837 to 1857 when it was replaced by the PRR including the trackage that contains the Horseshoe Curve. The PRR bought the main line canal system. At the summit in the park are the remains of plane #6 and the engine house. You will also find the Lemon House which was a thriving inn during the period of the railroad. In the park is also the Staple Bend Tunnel the first railroad tunnel constructed in the United States. We took a hike to the bottom of the plane where you can see the remains of the Skew Arch Bridge.

We left the park and headed for Gallitzen where there are three tunnels making up tunnel park. The tunnels are in use today. The Gallitzen tunnel was taken out of service because it is not high enough for double tiered containers. The other tunnels are the Allegheny and the Portage. While checking out the PRR caboose built June 1942, we heard the familiar sound of a diesel horn. There was an east bound freight with many container cars, box cars, tank cars and gondolas. It was a long train. Suddenly while looking down the track we saw a Norfolk Southern diesel sticking its nose out of the tunnel heading west. There were three diesels in front of a mile of empty hopper cars. What a racket these cars made with their loose parts and square wheels. The town of Gallitzen is where rail fans come to get great shots of trains coming from and going into the Allegheny tunnel.

Gallitzen and the Allegheny Portage historic site are ten miles west of Altoona off US 22. The Horseshoe Curve can also be reached from the Gallitzen exit. It was a fun trip.

## Patronize club members maintaining Garden Railroading Business

**Appalachian Gardens.** Specializing in miniature plants and trees for garden railroads they also offer full range of nursery products. The Nursery provides plant material for club "Exhibits and Displays"  
Catalog: (717) 762-9508  
**Tom & Fern McCloud**

**Russell Stereo Repair** offers repairs to garden railroad engines. (Aristocraft, Bachmann, and LGB specializing in Bachmann). He maintains a supply of parts for most manufacturers offering same day service for many repairs. Moderate pricing of garden railroad equipment, technical advice, rail mechanics, maintenance problems call evenings.  
Phone: (717) 762-8873  
**Turk & Renee Russell**

**Victoria's Timeless Treasures & Dale's Garden Railway Depot**  
Provides full range of Garden Railroading equipment, accessories and supplies.  
Phone: (610) 589-9000  
**Dale & Victoria Bricker**

**RCS of New England** specializing in battery radio control throttles for G-scale trains. They also provide sound systems and special lighting effects.  
Phone: (717) 259-9523  
**Don & Donna Sweet**

**CoolTrains Hobbies** General train supplies and merchandise specializing in G-scale trains.  
Phone: (717-898-7119)  
**Ted & Kim Symonds**

## Club Officers

Club President.....Lisa Boll  
Club Coordinator VP.....Turk Russell  
Club Treasurer.....Bill Bowers  
Club Secretary / Membership.....Walter Plank  
Editor of News Letter (Temp).....Walter Plank  
Show / Layout Manager.....Jim Herman  
Landscape/plant Chairman.....Melody Shubert  
Maintenance Chairman.....Mike Oberdick

### Comments from the Peanut Gallery

Public display of a member's garden railroad involves a great deal of planning and preparation. It is a distinct disappointment when only a **very few** take time to share a member's open house layout. Failure to provide support thru attendance will discourage public open houses.

Open houses were established to promote interaction between club members and a means of sharing experiences and expertise to promote Garden Railroading.

We must promote our Garden Railroad Displays to increase popularity and thereby perpetuate interest in this most rewarding of hobby endeavors. Remember the future of the club and the hobby are dependent upon involving outsiders and the youth in appreciation of our Garden Railroad.