

WHEEL REPORT

SOUTH MOUNTAIN DIVISION - NMRA



smdnmra.org

SPRING 2014



RENEW ONLINE

You can renew your NMRA membership easily on line at <http://www.nmra.org/nmrastore/index.html>. There's a box in the upper right hand corner of this screen called "U. S. Membership". Click on the appropriate category and away you go.

SPRING MEETINGS

March – Sunday, March 9, 2014, 2 to 5 pm. Frank Benenati's. Frank's HO built most of his layout while he was working in Germany, then had to build crates around it and ship it back home. He is a "proto-freelancer" in that he models the Western MD RR from west of Hagerstown to Baltimore (and also the B & O from Hagerstown to Baltimore), but he doesn't really attempt to match (model) any specific prototype location.

Clinic: Making a static grass applicator from a Harbor Freight bug zapper.

April – Saturday, April 5, 2014, 10 am to 3 pm. Model Railroader's Meet at Blue Ridge Mountain Fire Co. 13063 Monterey Lane, Blue Ridge Summit, PA. 17214. Open to the public. See Pete Clarke's article on page 2 below. Rental tables for sales available for \$10.

Clinics: See article on page 2

May – Sunday, May 18, 2014, 2 to 5 pm Joe Albert's HO Missouri Pacific Sedalia Division north of Gettysburg PA. Joe's ulti-level layout is on the second floor of a purpose-built building The first floor houses Joe's sell displayed collections of railroadiana and Americana restroo and shop The layout is operated point to point. An addition is an iron furnace complex that was located at Orbisonia in an earlier time period. Scenery is complete, except for the iron furnace.

Clinic: To be determined.

CONGRATULATIONS, STEPHANIE!

From Jane Clarke: Shout out to Stephanie Boss who had a photograph published in the December 2013 issue of Railfan and Railroad!"

MAINLINE HOBBIES PRESENTS THE 2nd ANNUAL SMD SPRING MINI-CONVENTION

By Pete Clarke

April 5, 2014
9:00 AM to 5:00 PM

Blue Ridge Mountain Fire Co.
13063 Monterey Lane
Blue Ridge Summit, PA 17214

This is directly across PA route 16 from the Mainline Hobby shop. But the road is a large, high-speed road. It's safer to park at the firehouse than to attempt to walk across Rt. 16.

Breakfast and lunch will be available at the hall.

At least 10 SMD members will be working giving talks on various topics throughout the event. Most clinics are given in a very relaxed, personal way. Our members will be sitting at tables giving demonstrations of their topic. You may walk around and listen to those that interest you. If a table is crowded, no problem, just come back in a few minutes when those folks will likely have moved on to another table. At 11 AM and 1 PM we will stop the informal clinics and listen to more formal talks.

The Informal Clinics are expected to include these topics; Super Trees, Build your own turnouts using Fast Tracks system, Layout design, the AP program of the NMRA, tune your freight cars so they run better, using stains to weather your models, soldering mini LEDs or Locomotive tune up, Structure painting, how to Rejuvenate flea market finds, Making Static grass applicator- cheap (this is a make and take so you can go home with a static grass applicator for about \$5), making car card boxes, Low profile backdrops, There may be make and take structure kits so you can try your hand building a model, and others.

The formal clinics will be; At 11 AM Bernard Kempinski will present an Introduction to railroads of the Civil War, At 1 PM Bob Charles will speak on Judging models: How to build a model that will earn AP points.

We will have two modular railroads set up and running in the hall. The Western MD Historical Society will set up their modular layout, and Steve Sherrill will set up. You might not know of Steve's, it is 30 feet long On30 and is sectional depicting 1947 in WV. There is a small sawmill, turntable with a bridge over the Wolfe river. This is a dead rail layout with battery/ radio control used to operate trains. There is unique mechanism used to control the switches using paper clip redesigned to manually operate at a cost of about 25 cents.

At 3 PM we'll end the clinics in the fire hall and encourage you to visit a nearby open house. Details available at the event.

2014 – 2015 ELECTIONS

Due to the April Minicon, we will be electing officers for SMD at the May meeting. Therefore, nominations need to be made by April 13th. To be an officer you must be a member of the NMRA in good standing and reside in the SMD area.

We have a slate of officers. Paul Rausch is nominated for Superintendent, and Ray Price and Jim Fisher are standing for reelection.

MAKING A STATIC GRASS APPLICATOR

Brian Greenawalt sent us a link to a YouTube video he followed to convert the Harbor Freight electronic insect zapper into a static grass applicator:
<https://www.youtube.com/watch?v=SrffkoNFKL4>

When you look at this video you will find links to all kinds of other videos on scenery application.

SPRING OPERATOR'S TRIP TUESDAY, APRIL 22, 2014

Dave Baker has again agreed to host a spring visit from SMD Operators on Tuesday, April 22, 2014. Dave and his Railroad are located in Johnstown, Pennsylvania. The session will be from 10 to 3 PM with a lunch break to a nearby Burger King. David's HO Scale freelanced Cumberland & Lake Erie Railroad models the Laurel Division between Johnstown and Cumberland and two branch lines as it might have been in 1957. Dave uses NCE DCC and most of Dave's locomotives have sound. The operating scheme uses Time Table & Train Order and traffic is generated by Car Cards and Waybills. We are limited to 10 visiting operators because of space in the layout room. Dave and a few assistants will be on hand to dispatch the railroad and to help us run the yards.

Dave is located about 51 miles NW from Breezewood, PA. That's about an hour and ten minutes travel on that portion of the trip. Dave's address is 118 Lurlis Ln, Johnstown, PA if you would like to map quest his location. Those who sign up will be notified of who their fellow travelers are so that carpooling can be arranged.

Sign up is the usual first come first served. You can e-mail Don Florwick at DJFlorwick@comcast.net or call or text him at 717-414-0660 to get on the list. Check your calendar and let Don know if you would like to join us for this Ops. Session at Dave Baker's.

RIDE STEAM INTO HISTORY JUNE 8TH

By Richard Lind

This year we chose to take an unusual steam train ride behind a modernized reproduction of Northern Central Railroad's York, No. 17. This locomotive was built to commemorate the 150th Anniversary of the *Gettysburg Address*. The crew wears period clothing, the trips are narrated and Kevin Courtney



will perform period music. Although there is an historic railroad station in New Freedom, it's occupied by a restaurant that serves rail trail users. 'Steam Into History' doesn't use that station. They have their own building at 2 West Main Street and keep their engines in a lean-to addition with big polycarbonate windows, so you can see them parked inside. The passenger cars are Civil War era replicas built on flatcar bodies, which probably ride as well as Civil War era passenger cars rode.

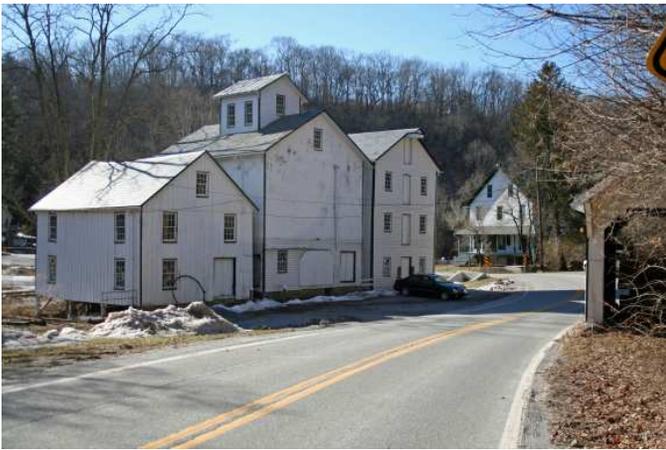
Trains run about 10 mph. There is a short trip to Glen Rock that lasts about an hour and a longer trip to the historic station at Hanover Junction, which lasts about two and a half hours, including a layover. On June 8th, there will be a Hanover Junction train at 9 AM and 2:30 PM; and a train to Glen Rock at 11 AM. You must have 20 or more to get a group rate, so we are asking members to get their own tickets at <http://steamintohistory.com>, or you can call 717-942-2370. Fare to Glen Rock is \$22 for adults and \$14 for children (aged 3 to 13). Fare to Hanover Junction is \$27 for adults and \$15 for children. Steam Into History is a 501c3 nonprofit corporation.

Kloke Locomotive Works LLC in Elgin, Illinois built the replica of Northern Central RR No. 17. About 15 years ago, David Kloke visited Promontory Point, Utah and was impressed by the reproduction historic locomotives there. He got plans for UP No. 119 and used them to build a replica of Canadian Pacific No. 63: Leviathan. You

can see photos of his locomotive projects on www.leviathan63.com, which include photos of Northern Central York No. 17 under construction.

SIDE TRIP TO MUDDY CREEK FORKS PA

By Richard Lind



What's at Muddy Creek Forks? Muddy Creek Forks is a preserved hamlet that was a station stop on the Maryland & Pennsylvania Railroad that is owned and maintained by the Maryland & Pennsylvania Railroad Preservation Society. For information see <http://www.maandparailroad.com>

Muddy Creek Forks consists of a privately owned late 18th-century stone house and a three-story wood general store built about 1900 that was also the post office and railroad station. The store is now a wheelchair accessible museum. They have a water-powered roller mill, a grain elevator, a fertilizer warehouse, a section house, a number of other buildings, and a couple miles of track that goes through the deep rock cut on a sharp curve at High Rock and stops just short of Laurel PA. Besides section cars, they have SW-9 No 82, two 8-wheel cabooses, flat car 110, tool car X-11, a coach body with etched end windows, the steel parts for a 4-wheel caboose, and a number of salvaged steel frames for wood freight cars.

Why go there? This hamlet is something that could be modeled on our railroads in its entirety, complete with small industries that were shippers. It's a very scenic drive. On Sundays in the summer the buildings are open and they offer rides on an inspection car train. The train ride is \$7 for adults and \$5 for children, This is unlike any train ride you've ever taken, because you are so in touch with nature. However, taking your own seat cushion would be a good idea.

Despite it's remoteness, Muddy Creek Forks is easy to get to. It's 36 miles east of New Freedom PA via Pennsylvania Route 851 to New Park PA, where you bear left on New Park Road to Gatchettville and bear left again to stay on New Park Road to Muddy Creek Forks.

Along the way, Route 851 follows the Stewartville Railroad into Stewartville. The highway crosses the tracks at the engine house and turns left at the railroad station, where you will find Reading coaches and cabooses. They also offer a section car ride while they're upgrading their track.

OBSERVATIONS ON WHEEL CLEANING

By Pete Clarke

Over the past 22 years, my wife Jane and I have built an Hon3 model of the East Broad Top Railroad . The railroad is largely complete, scenery is done and we are successfully operating. Normally, Hon3 carries the reputation of not being very reliable. Not here. We have worked very hard to reach this stage. We feel reliability is a very key component of model railroad operations

Jane does a lot of the work, but I'm the track crew. Very careful when laying track, I assure that all track is level, and all joints were soldered. Also that joints were soldered while the track was straight, then bent to any curve needed. The result is that I believe I can say that our Hon3 layout runs as well

WHEEL CLEANING, continued

as or better than most standard gauge HO layouts. Not bragging, just saying that this is what my operators say and what I see from visits to other layouts.

But you need good wheels to run on good track. Bad wheels can have the same effect as bad rail. And Hon3 wheels are small and all tolerances are less. Thus, locomotive #15 (a 2-8-2) always tells me when it's time for a wheel cleaning, specifically when the trailing truck raise up and shorts on the frame. As the gunk builds up on the wheels, they get larger in diameter. Also the gunk is not equally dispersed, so it's no longer round; the wheels become elliptical in shape. So when #15 starts shorting, I know it's time to clean that trailing truck and while I'm at it I check the rest of the wheels. Other locomotives tell me in the more common way, they start losing electric contact with the rail and need a touch it get going.

Freight and passenger cars don't pick up power on the EBT, so I had to learn to listen to how they tell me they need cleaning. Again the issue is that the gunk is not equally spread around a wheel, nor is it equally spread around the wheels of one truck nor between the front and rear truck of a car. When the wheels start to get dirty you'll notice that cars begin to cause trouble doing things that they never had trouble with before. They start to rise up and come off the track, usually on curves and when backing. But I've also had cars that start hopping off even on straight sections of track.

On my layout we have a loads in / empties out connection between coal mine #5 in Robertsdale and the Coal Cleaning plant in Mt. Union. Robertsdale is a bit higher than Mt. Union, so when you push empty hoppers into the mine they normally roll away. We can tell how clean the cars wheels are based on how well they roll. Clean wheels and the cars take off fast, then crash into any cars waiting in Mt. Union. But as the wheels get

dirty the willingness to start rolling and the max speed suffers.

Before a recent operating session I decided that the car wheels were getting dirty and it was time for a cleaning. To clean wheels, I just turn the cars over, cradle them on my leg and spin the wheel while holding a straightedge screwdriver along the tread. That may appall some, but I've seen no damage to wheels. Maybe you just have to have a light touch so you don't dig into the wheel. You are likely to find that some wheels have a shockingly large amount of gunk. Do a few and you are likely to be shocked at how dirty your hands and pant legs are.

We have over a hundred cars on the layout and Jane was "busy" (maybe just smarter.) So I started in on my own. A hundred is a lot, so I was in a hurry. I just sat down near Mt Union and started picking up cars and cleaning them. I was careful to put the car back where it had been so that our car cars would still match the card car/waybill location. But I forgot to remember one aspect of "tuning" a model railroad. As time passes and we slowly work out the kinks in our railroads. We adjust wheels and trucks. We adjust how tight the truck mounting screw is set. We adjust couplers. But sometimes the solution is just to turn a troublesome car around. Forces that cause it to be a problem when pulled from the brake end might not be present when the other end is in front. Slowly we get a wonderful layout that operates as close to flawlessly as one can hope for. Well, I forgot about that and just cleaned wheels and put the car back in its place on the layout. I paid no attention to which end had been where.

I got away with it. The operating session was a success.

Well, I got away with it for a while. In the days since that ops session we have notice a very annoying problem. Cars are not staying on the track like they should. At first I was looking at each trying to figure out what was causing the problem. While that might sound like the good, thorough

WHEEL CLEANING, continued

procedure, I'm not always that kind of guy. I get frustrated. After all, these cars used to work fine! Finally I remembered the wheel cleaning. What do you know, if a car hops the track we now pick that car up, reverse it and then test that car again. This simple move has solved the problem every time.

So remember that your railroad is tuned, but it's tuned for the way your cars are right now. If you reverse a car, it might suddenly start having trouble staying on the track.

NO MORE SPILLS

By Richard Lind



At least not so many, anyway. I've spilled way more Tenax 7R solvent cement than I've used for its intended purpose. In the old days, when they were drafting with ink using ruling pens, you could get a heavy bottom-flanged inkbottle holder that prevented spills. It had a top with a hole for the neck of the ink bottle that screwed on; so there was no way the ink bottle was going to get out of there. I didn't think I could make anything that elaborate, but I could make something that would at least mitigate the spill problem.

Materials (Inputs for you economists):

3/4" x 3" x 5" wood block from a craft store
A-Line #13020 Lead Sheet, 3/32" x 4-1/2" x 2-3/4"

Barge Cement from shoe repair shop

Tools:

1-1/4" and 1-1/2" hole saws

Now that you've seen the picture and read the lists of materials and tools, there's not much to write. After drilling (sawing?) the holes for two sizes of bottles in the wood block, I test fitted the lead sheet and marked the location of the holes on the top of the lead sheet with a pencil. Then I applied Barge Cement to the bottom of the wood block and the top of the lead sheet, except where the holes were going to be. After waiting for the cement to get tacky, the two parts were stuck together.

You can make your bottle holder fancier with a piece of self-adhesive felt on the bottom.

I originally got the Barge Cement for assembling Plano etched roof walks. It's made for attaching replacement soles to shoes, so it's strong, long lasting and stays flexible.

SEE YOU NEXT YEAR

By Pete and Jane Clarke

On or about April 7th Jane and I will begin our big trip. This will take us away from home for about the next year. What is our big trip? We will attempt to ride our tandem bicycle (fully loaded with front and back saddle bags and pulling a trailer) in a counter-clockwise trip around much of the lower 48 states. We have folks who will live in our house while we are gone. That's important, the house is not empty and we want the world to know that. You can follow along with us by reading the website where we hope to post regular updates.

You can find it at

www.crazyguyonabike.com/doc/13615 You'll find that you can post messages there. We hope you will. There will be long days when we question our sanity. You can post messages of encouragement, messages that kick us to make us keep going, messages that remind us that the rest of the world is

insane as well. You can also send us email (address is EBTMX5@AOL.COM), we hope to be able to check email pretty regularly.

We look forward to returning to the lively model railroading community that is the SMD.

Pete & Jane

A SPRAY BOOTH VENT

By Richard Lind



A long time ago I bought an Artograph Model 225-345 spray booth. We were building an addition and I asked for an additional dryer vent through the basement wall to vent the spray booth. The contractor didn't get it and neither did I.

Finally, I removed a basement window and took it to a glass shop with a 4-inch louvered exhaust cap and asked them to make holes so I could install the exhaust cap in the window. So they took out the glass and installed a polycarbonate pane with the holes I wanted.

The spray booth had two 4-inch vents. I chose to pipe them separately to a 4-inch wye fitting that I suspended with wire from the wood trim boxing out the suspended ceiling at the window.

MER CONVENTION MEETINGS START FOR HUB CITY INTERCHANGE AT HAGERSTOWN OCTOBER 16-19

We've started monthly convention planning meetings. The last meeting was on Sunday, February 23rd, at 2 PM at Hobbytown USA.

Attending were Richard Benjamin, co-chair, John Bongard, Bob Johnson, Richard Lind, Ray Price, Paul Rausch and Bill Wilson. Co-chair Grant Berry, Don Florwick and Bill Reynolds couldn't make it.

We set a tentative schedule. Bob Johnson will talk to Bob Charles about being our auctioneer and check with Bob Charles about handling Maryland sale tax at the auction. Richard Benjamin will try to recruit a person to solicit door prizes. The group talked about prototype tours and clinics, but we still need a person to be in charge of prototype tours.

Based on Grant's convention budget, basic registration will be \$35 and we will charge \$8 for dessert at the awards meeting. We will arrange for diabetic options and a huge coffee pot.

The next convention meeting will be on March 23rd, at 2 PM at Hobbytown USA. Be there.

FROM THE DESK OF THE SUPER

We've had wonderful attendance at SMD meeting during the 2013-2014 year. We've had some really interesting clinics this year also. The power of Bill Reynold's static grass applicator is awesome! I'd like one of those too, but I'd be afraid to turn it on. So, let's keep the momentum going. I will not be superintendent, but I will do my part to support SMD.

Please do your part, too: especially since we have a convention to host. We need someone in charge of prototype tours and contest room for starters.

MEETS, OPEN HOUSES AND TRAIN SHOWS

March 9, 2014, 2 to 5 pm. SMD meeting at Frank Benenati's near Damascus MD. See his completed HO scale sectional layout.

March 15, 2014. 26th Annual Harrisburg Railroad Show and Collector's Market. I. W. Abel Union Hall, 200 Gibson Street, Steelton PA 17113. 9 am to 3 pm. \$5 donation at the door. The Harris Tower will be open this day. See <http://harrisburgnrhs.org/>

March 28 -- 30, 2014. RPM – East. Railroad mPrototype Modelers - Valley Forge. Desmond Great Valley Hotel and Conference Center, Malvern PA. One Thursday evening and four Friday morning operating sessions and Sunday home layout tours. Registration \$30. Presentations will start Friday evening and go through Sunday evening. Call Desmond Great Valley Hotel at 1-800-575-1776 and mention "Railroad Prototype Modelers" to reserve a room at a rate of \$114 per night plus tax. For registration form, go to <http://www.phillynmra.org/RPMMeet.html>

March 23, 2014. Cumberland Valley Model Railroad Club open house, 440 Nelson Stret, Chambersburg PA 17201. Noon – 5 pm. For more info, see <http://www.cvmrrc.com/>

April 5, 2014. Bunker Hill Train Club Show, Ranson Civic Center, 431 West 2nd Avenue, Ranson WV 25438. For more info, see www.bunkerhilltrainclub.org .

April 5, 2014, 9 am to 3 pm. Model Railroader's Meet at Blue Ridge Mountain Fire Co. 13063 Monterey Lane, Blue Ridge Summit, PA. 17214. Open to the public

April 12-13, 2014. Great Scale Model Train Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093 www.gsmts.com

May 4, 2013, 1 to 5 pm. SMD spring TT&TO operator's session at Dave Baker's in Johnstown PA. See Don Florwick's article above.

May 18, 2014, 2 to 5 pm SMD meeting at Joe Albert's north of Gettysburg PA. See his HO scale Missouri Pacific Sedalia Division.

June 21-22, 2014. Great Scale Model Train Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093 www.gsmts.com

June 24, 2012. Cumberland Valley Model Railroad Club open house, 440 Nelson Stret, Chambersburg PA 17201. Noon – 5 PM. For more info, see <http://www.cvmrrc.com/>

July 13-19, 2014. NMRA Cleveland 2014. The NMRA's annual convention, Cleveland OH. For more info, see <http://www.2014cleveland.org/>

July 18-20, 2014. National Train Show, New Cleveland Convention Center, 300 Lakeside Avenue, Cleveland OH 44113. see <http://www.2014cleveland.org/trainshow.htm>

October 16 -19, 2014. Hub City Interchange. Mid-Eastern Region NMRA Convention hosted jointly by the South Mountain Division at the Ramada Plaza in Hagerstown MD. For info, see <http://home.comcast.net/~candp2013/>

October 25-26, 2014. Great Scale Model Train Show, Maryland State Fair Grounds, 2200 York Road, Timonium MD 21093 www.gsmts.com

TRAIN RIDES

March 8, 2014. Start of Sat. Sun Weekend service on the Strasburg Railroad. LO&S railcar will operate on weekdays, weather permitting. 301 Gap Rd Ronks, PA 17572 <http://www.strasburgrailroad.com> for info.

TRAIN RIDES, continued

March 15, 16, 2014. Celebrate St. Patrick's Day as Steam Into History starts it's 2014 operating season. New Freedom PA. Enjoy Irish music both days. Rides are at 11:00 and 1:00 to Glen Rock and at 2:30 to Hanover Junction. Prices for the Glen Rock run are \$26 for adults and \$15 for children, for the Hanover Junction 2 ½ hour run is \$28 for adults and \$15 for children.

<http://steamintohistory.com/news/a9/Upcoming-events-for-spring-2014>

March 31, 2014 start of daily service on the Strasburg Railroad, 301 Gap Rd Ronks, PA 17572. <http://www.strasburgrailroad.com> for info

March 18-20, 2014. Easter Bunny train. Strasburg Railroad, 301 Gap Rd Ronks, PA 17572. <http://www.strasburgrailroad.com> for info

April 16-20 2014. Spring Work Camp. Stewartstown Railroad. Change Switch Timbers in Stewartstown Yard, Spot Tie Insertion, Fix Mann and Parker Washout, other activities as time allows. For info see <http://stewartstownrailroadcompany.com/help-rebuild-the-railroad/>

May 3, 2013. Operating season begins for the Western Maryland Scenic Railroad. See <http://www.wmsr.com/static.php?page=84>

May 4 2014 Opening Saturday. Walkersville Southern Railroad, Walkersville MD. See <http://www.wsrr.org/schedule.htm> for schedule and when their steam engine runs.

May 4, 2013 Opening Saturday. Potomac Eagle Scenic Railroad. See their schedule at <http://www.potomaceagle.info/trips.php>

May 26 thru July 28, 2013. 1:00 PM Sunday trains the last Sunday of May, June and July. Potomac Eagle Scenic Railroad. See their schedule at <http://www.potomaceagle.info/trips.php>

Summer and fall Sundays, starting June 1st. Tour preserved Muddy Creek Forks village on the Ma & Pa: general store, roller mill and grain elevator – free. Section car rides: adults \$7, children \$5. <http://www.maandparailroad.com/whatsnew.php>

June 8, 2014. SMD ride on Steam Into History at New Freedom PA.

June 8 and 9, 2013. The Locomotive Experience. Operate a GP-30 on the Western Maryland Scenic Railroad. See <http://www.wmsr.com/static.php?page=84>

June 14-22, 2014. Day Out with Thomas. Strasburg Railroad, East Strasburg PA. <http://www.strasburgrailroad.com> for info.

June 23, 2013. Romney Railroad Days. See Potomac Eagle Scenic Railroad schedule at <http://www.potomaceagle.info/trips.php>

July 19 2014. The Rolling Antique Auto Show and Run. Strasburg Railroad, East Strasburg PA. <http://www.strasburgrailroad.com/train-schedule/events/>

July 11, 18, and 25, 2013. Senior Days. Seniors ride half price on the Western Maryland Scenic Railroad. See <http://www.wmsr.com/static.php?page=84>

August 1, 8, 15, 22, and 29, 2013. Senior Days. Seniors ride half price on the Western Maryland Scenic Railroad. See <http://www.wmsr.com/static.php?page=84>

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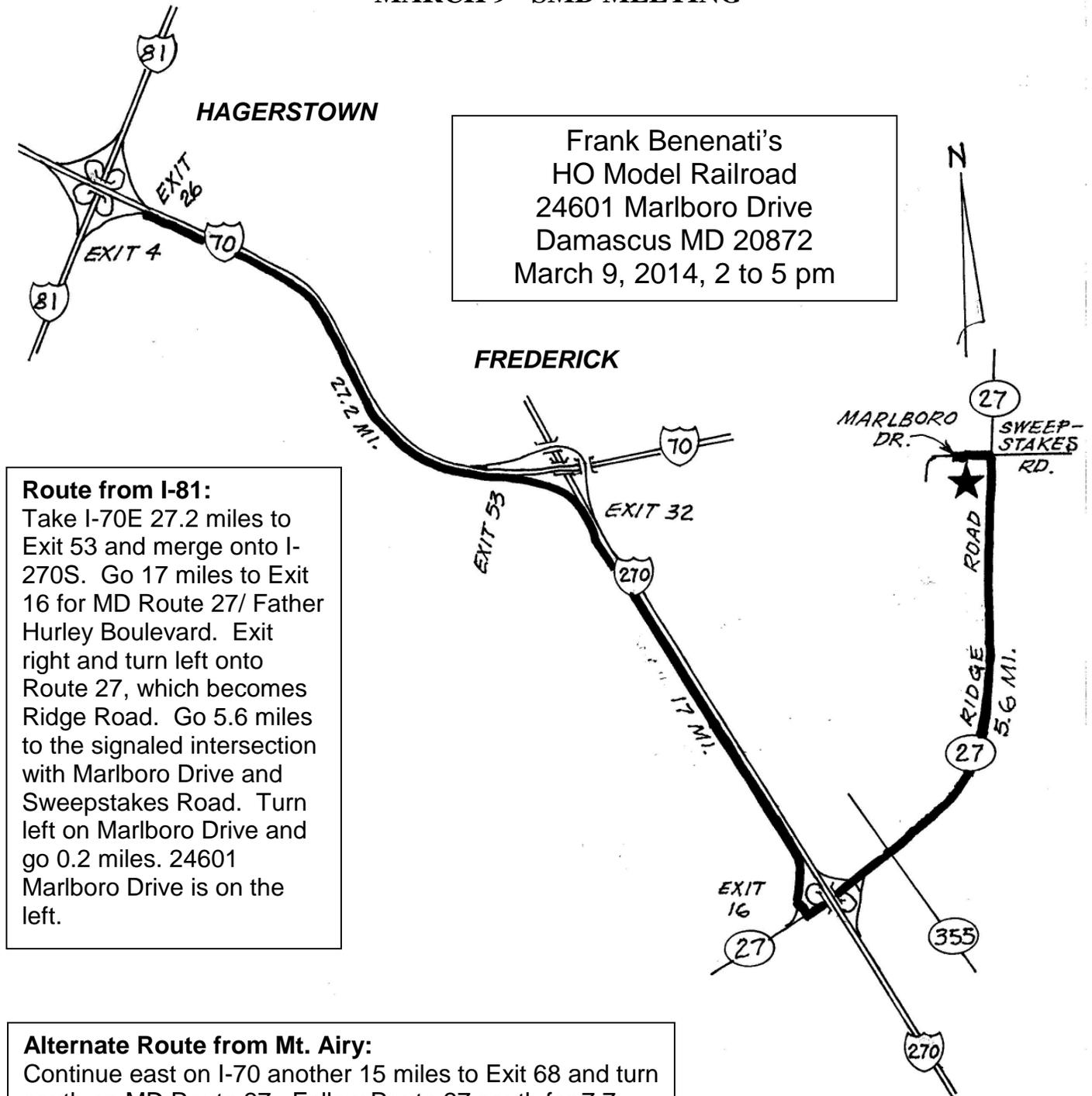
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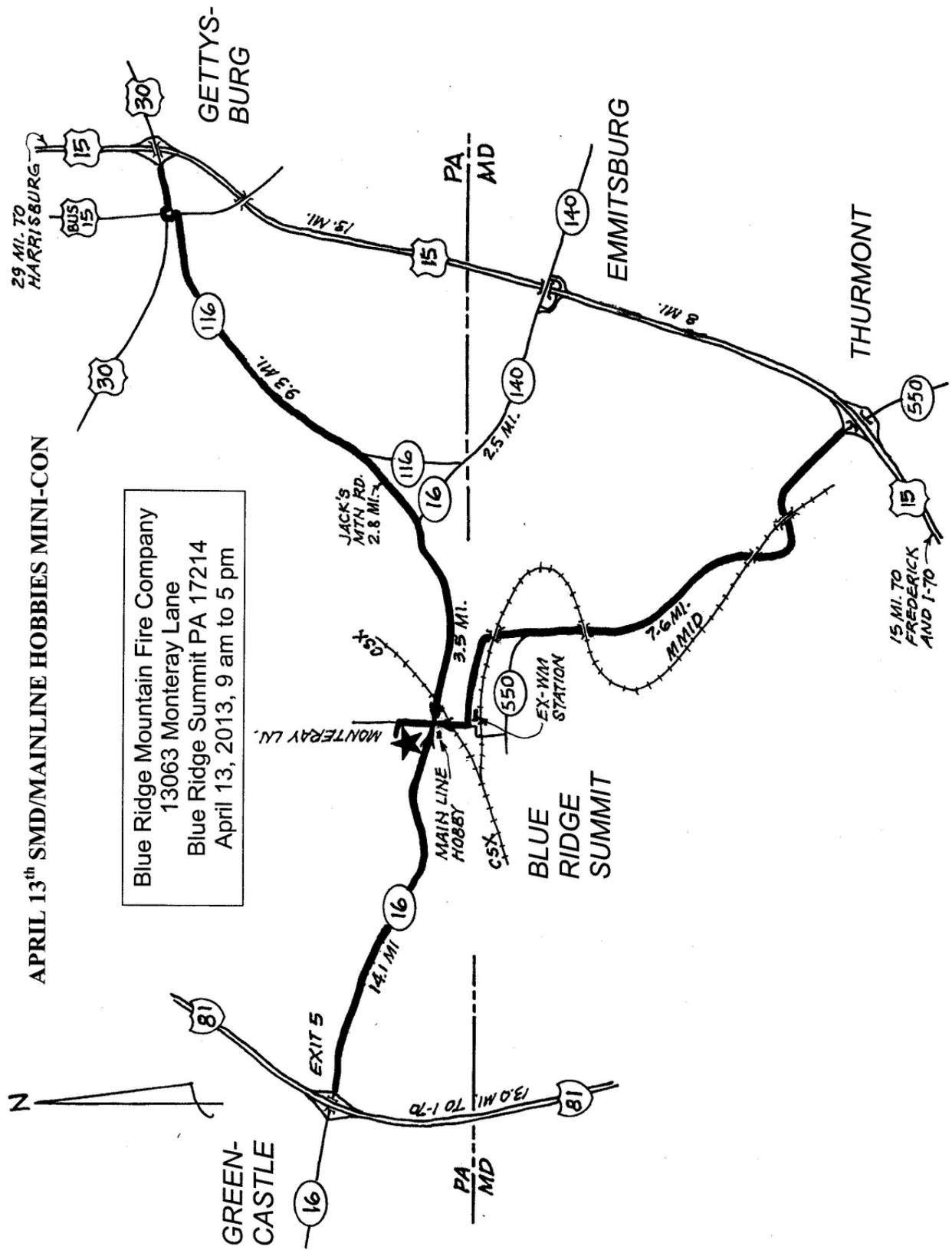
MARCH 9th SMD MEETING



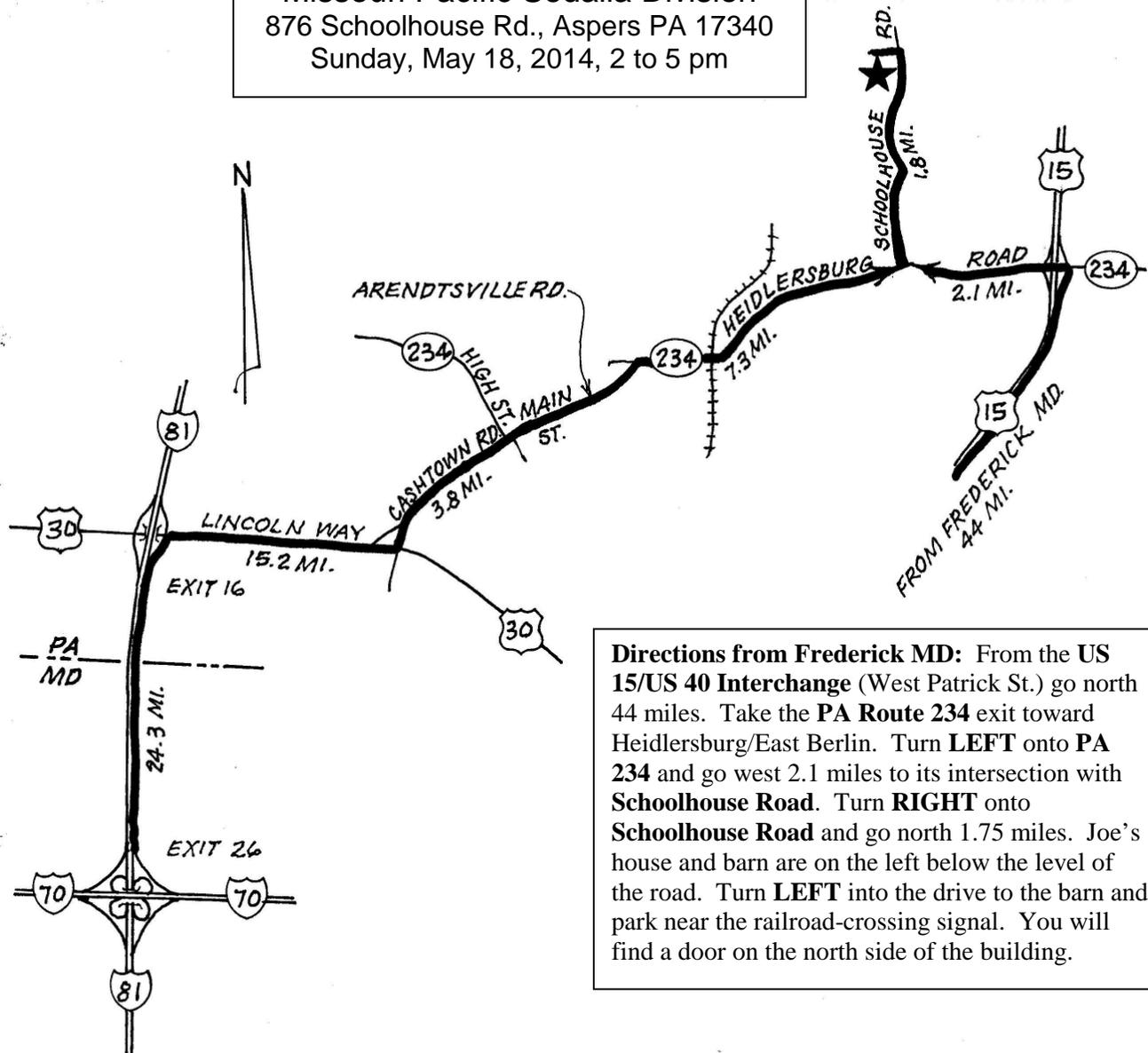
Frank Benenati's
 HO Model Railroad
 24601 Marlboro Drive
 Damascus MD 20872
 March 9, 2014, 2 to 5 pm

Route from I-81:
 Take I-70E 27.2 miles to Exit 53 and merge onto I-270S. Go 17 miles to Exit 16 for MD Route 27/ Father Hurley Boulevard. Exit right and turn left onto Route 27, which becomes Ridge Road. Go 5.6 miles to the signaled intersection with Marlboro Drive and Sweepstakes Road. Turn left on Marlboro Drive and go 0.2 miles. 24601 Marlboro Drive is on the left.

Alternate Route from Mt. Airy:
 Continue east on I-70 another 15 miles to Exit 68 and turn south on MD Route 27. Follow Route 27 south for 7.7 miles through Damascus to the signaled intersection with Marlboro Drive and Sweepstakes Road. Turn right on Marlboro Drive and go 0.2 miles. 24601 Marlboro Drive is on the left.



Joe Albert's HO scale
 Missouri Pacific Sedalia Division
 876 Schoolhouse Rd., Aspers PA 17340
 Sunday, May 18, 2014, 2 to 5 pm

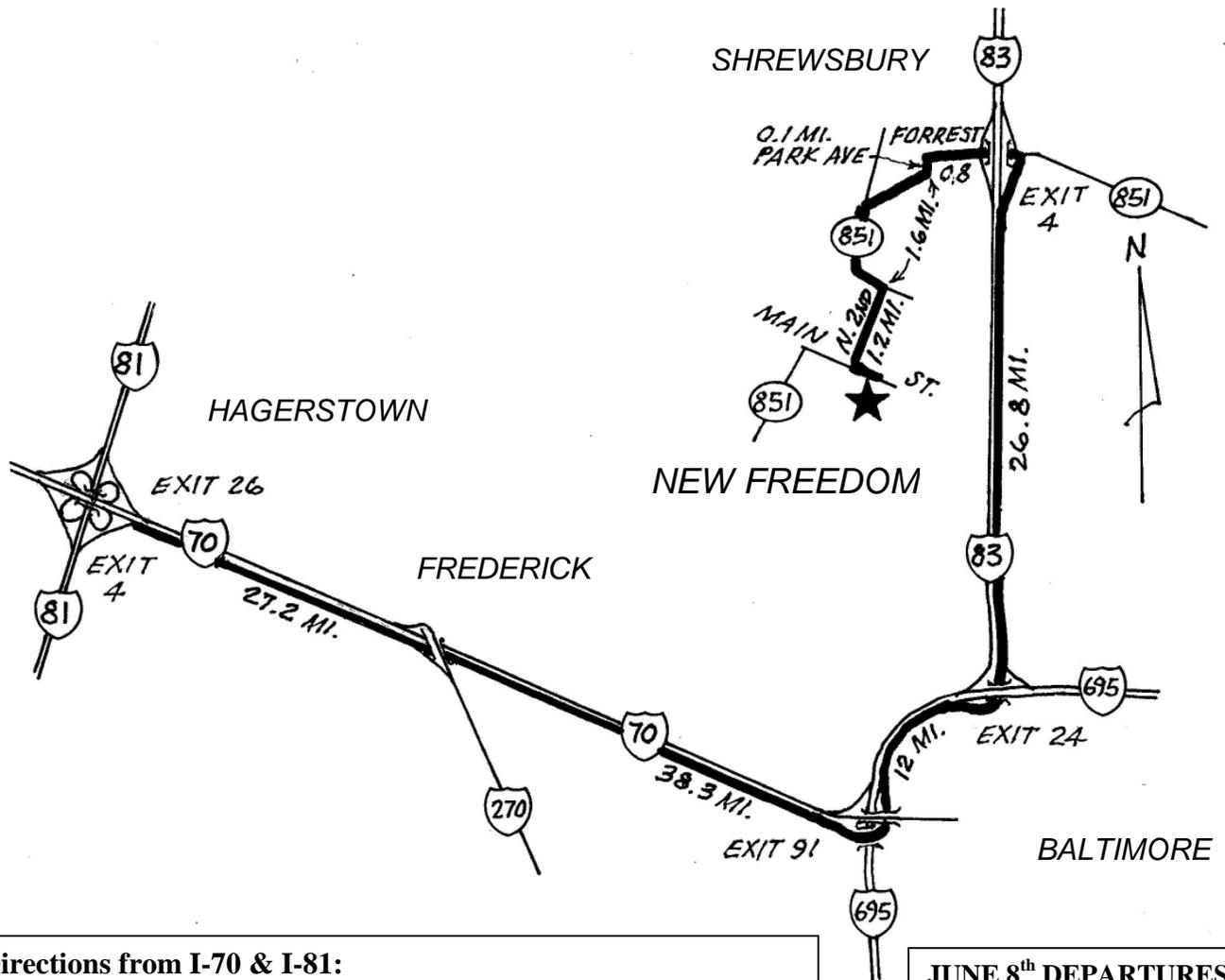


Directions from Frederick MD: From the US 15/US 40 Interchange (West Patrick St.) go north 44 miles. Take the PA Route 234 exit toward Heidlersburg/East Berlin. Turn **LEFT** onto PA 234 and go west 2.1 miles to its intersection with **Schoolhouse Road**. Turn **RIGHT** onto **Schoolhouse Road** and go north 1.75 miles. Joe's house and barn are on the left below the level of the road. Turn **LEFT** into the drive to the barn and park near the railroad-crossing signal. You will find a door on the north side of the building.

Directions from I-70 & I-81:

Go north on **I-81** from the **I-70/I-81 Interchange** 24.3 miles. Take the **US-30 /Lincoln Way** exit: Exit 16. Turn **RIGHT** onto **US 30** and go east 15.2 miles to **Cashtown Pike**. Turn **LEFT** onto **Cashtown Pike** and go 3.8 miles into **Arendtsville**. Jog **LEFT** onto **High Street** and make an **IMMEDIATE RIGHT** onto **Main Street / PA Route 234** and go east 7.3 miles, passing through **Biglerville**, to an intersection with **Schoolhouse Road**. Main Street becomes **Arendtsville Road** and changes its name again to **Heidlersburg Road** in **Biglerville**. Turn **LEFT** onto **Schoolhouse Road** and go north 1.75 miles. Joe's house and barn are on the left below the level of the road. Turn **LEFT** into the drive to the barn and park near the railroad-crossing signal. You will find a door on the north side of the building.

JUNE 8TH SMD TRAIN RIDE STEAM INTO HISTORY – NEW FREEDOM PA



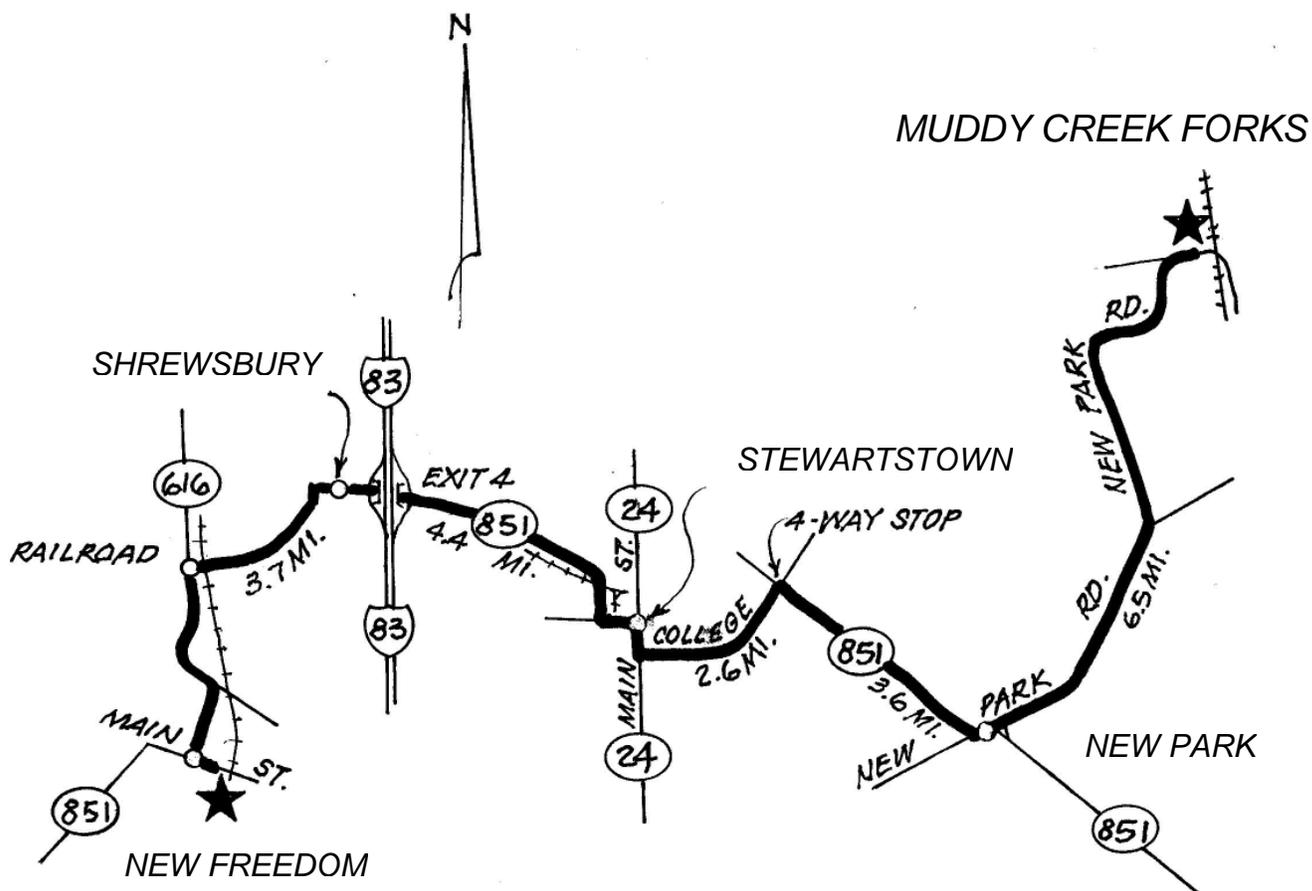
Directions from I-70 & I-81:
 Go east on **I-70** from the **I-70/I-81 Interchange** 65.5 miles **MERGE** into **I-695 N** via **Exit 91 B-A** toward Timonium and go 12.0 miles. After passing the exits for I-83 S and Falls Road N, move into the **RIGHT** lane and keep straight to take **I-83 N** via **Exit 24** toward York. Go north 26.7 miles, passing into Pennsylvania. Take **Exit 4** for **PA Route 851** toward **Shrewsbury** and stay in the left lane on the exit ramp. Turn **LEFT** onto **Forrest Ave./PA 851** and go 0.8 miles, passing through Shrewsbury. Turn **LEFT** to stay on PA 851 and go 0.1 miles on **Park Avenue**. Bear **RIGHT** onto **W Railroad Ave./PA 851** and go 1.6 miles, passing through **Railroad PA**, where you will turn **LEFT** onto **S Main Street** at the stop sign. Turn **RIGHT** onto **N 2nd Street/PA 851** and go 1.2 miles. Turn **LEFT** onto **W Main Street** and go about a city block. **2 W. Main Street** is the storefront building on your **RIGHT**. You will find parking south and north of Steam Into History's building.

JUNE 8th DEPARTURES:
 9:00 AM to Hanover Jct
 11:00 AM to Glen Rock
 2:30 PM to Hanover Jct

ENTERTAINMENT:
 Kent Courtney
www.livinghistorymusic.com

ROUND TRIP FARES	
Glen Rock	
Adults	\$22
Children (3—13)	\$14
Hanover Junction	
Adults:	\$27
Children	\$15

OPTIONAL SIDE TRIP TO Ma & Pa RAILROAD HERITAGE VILLAGE
1258 Muddy Creek Forks Road, York PA

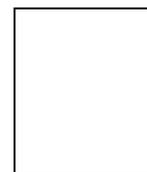


Directions from Steam Into History:

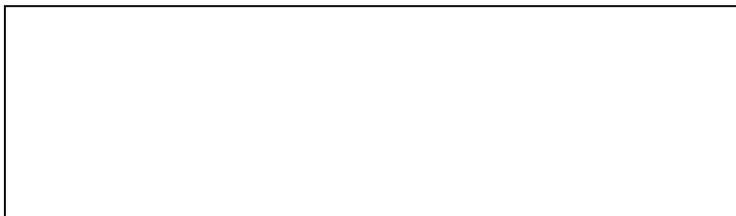
Start out by going west on **W. Main Street**, Take the first **RIGHT** onto **North 2nd Street/ PA Route 851** and go 1.2 miles. Turn **LEFT** onto **South Main Street** to stay on **PA Route 851** and go 1.6 miles, turning **RIGHT** onto **East Main Street** at the stop sign in the village of **Railroad**. **East Main Street** becomes **West Railroad Avenue**. Take a slight **LEFT** onto **Park Avenue** and take the second **RIGHT** onto **Forrest Avenue** to stay on **PA Route 851**. Go east on **Forrest Avenue/Route 851** 0.8 miles to the interchange with **I-83**. Continue east on **Route 851** 4.8 miles to **Stewartstown**. Turn **LEFT** onto **Pennsylvania Ave**, and go 0.1 miles to a stop sign. Turn **RIGHT** onto **N. Main St./PA Route 24/PA Route 851** and go 0.2 miles. Take the first **LEFT** onto **College Ave./PA Route 851** and go 2.6 miles to a 4-way stop. Turn **RIGHT** onto **Woolen Mill Rd./PA Route 851** and go 3.3 miles to a stop sign in **New Park**. Take a slight **LEFT** onto **New Park Rd./Pa Route 851** Go a short block and take a slight **LEFT** to stay on **New Park Road**. Go 6,5 miles, staying on **New Park Road** almost to the Ma & Pa railroad tracks. Park in the lot in front of Grove's General Store.

WHEEL REPORT **SMD**

SOUTH MOUNTAIN DIVISION - NMRA



Richard Lind, -- Editor, 202 West College Terrace, Frederick MD



West Chester Railroad MLW Loco No. 1803 in a photo run-by. R. Lind photo May 11, 2013