



Susquehanna Valley Garden Railway Society

"Central Pennsylvania's Garden Railway Club"

Quarterly Newsletter

November 2013 Edition

Upcoming Events

**Sunday
November 10th, 2013**
Steam into History Event
See Article for Details

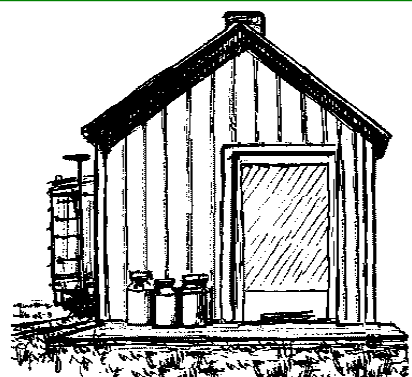
**Saturday
November 16th, 2013**
Rocky Ridge Set-Up
9:00 am

**November 29, 2013
through December 31st,
2013**
Rocky Ridge Display
Monitoring

**Sunday
December 8th, 2013**
Christmas Party
5:00 pm

**Saturday
January 11th, 2014**
Rocky Ridge Teardown
9:00am

January 15th, 2014
Deadline for submissions
for February Newsletter



SVGRS Club Members and Families Enjoy Picnic



The beautiful Howe Property with Harry's "G" Gauge Layout in the foreground.

The annual SVGRS club picnic, held on September 28th, was graciously hosted by Harry and Yolanda Howe. The Howes live outside of York Springs in Adams County. I believe all of those in attendance would agree, this is a beautiful home with a yard perfect for entertaining.



Members and guests socialize following the wonderful meal.

The weather was cooperative for the 31 folks (members & family) who were able to attend.



Yolanda prepares the buffet line as Barry addresses the group.

In addition to the excellent and plentiful food, we had a resale table, hill climb and informal bocce ball tournament.



Bob Segessenman adjusts the track as the kids anxiously await the hill climb.

We would again like to thank Harry and Yolanda for hosting and catering this event! I think we all had a great time!

Industry News

Submitted by: Turk Russell



Polk's Will Close Its Doors 12-31-13

October 1st, 2013

Since 1935, we have provided service and innovation to the Hobby industry. In this latest downturn, we cut back staff to the minimum required to survive. Then the government battle over the debt ceiling drove the consumer market down even further.

We've managed to stay in business, but the continued depression for the consumer has caused us to fall into debt that is unsustainable. We have put several million dollars into product development over recent years, but the need for customers to cut back on non-essentials has caused this investment to be lacking in returns.

We have seen leisure activities like golf courses plunge in popularity, as funds for such recreation have dried up. It seems to be the same for hobby time investments. Our products are no longer inexpensive as they were in the 1930s-era Depression. The cost of manufacturing along with minimum production runs and long lead times has caused a lack of ability to continue as a sustainable entity. It's no longer a business!

It has been a pleasure to help our creative consumer base to enjoy their hobby and we have no regrets in doing so. Our business grew every year until the 2008 as the recession caused a shrinking of the mindset to stay active in our large-scale model train arena. We know that smaller scales have remained viable, but the higher cost of Large Scale trains and the space required to run them have not maintained their share of the

market. Our airplane R/C portion of our business was lost when our patented frequency changer was lost to the 2.4Ghz portion of the marketplace, with no frequency compounds needed any longer.

For 80 years, the Polk family has made a fair living in the Hobby industry. I can't help but remember the scores of co-workers that have helped make this organization as special as it was. Thanks to them all, but notably: Gil Rose, B.M. Song, J.K. Kim, Sam Kimm, Tom Flynn, Cliff Crane, Charlie Binder, Marvin Binder, John and Sherry Shievdayal, Aixa Lebron, Joe Bamberger, David Newell, Walter Matuch, John Mikesch, Navin Shievdayal, Marguerite Hubert (Rose), Michael J. Vickey, Jonathan Polk, Scott Polk, Fred Polk, Irwin Polk, Nathan Polk, Maryann Polk Bob Calandra, George Adams, Michael Hauptmann and so many others, it would take a book to list them all. While I can't list all the hundreds that were part of the team, they remain in my heart and mind.

Our humble thanks to our loyal customers. Our apologies for not being able to keep this almost 80-year-old business going. It's a heartbreaker for us all.

All the best,

The Polk Family

More on Aristocraft's Future

By: Turk Russell

I was reading all the gossip forums this evening for the first time in ages. After Navin, Aristo's service manager, sent me an email, I decided to make some calls.

Crest electronics will now separate and become their own company run by Navin. RMT "0" scale will most likely continue with Scott Polk at the helm. Most of the people on social media think that Kader (Sanda Kan), who owns most of Aristo's molds, will end up remarketing the aristo trains in a few months. I am not sure how much if any of that is true. Bachmann, who is owned by Kader,

may end up with the whole enchilada of trains. It is interesting that Bachmann is releasing a trolley in 1.29 scale. If you look back a few years, Bachmann said never to 1.29 scale trains. Hopefully this won't turn into an LGB escapade for years.



End of the line for Testors Floquil and Polly Scale Paint.

The Testor Corp. has announced that it will be discontinuing Floquil and Polly Scale paint lines

Testor Corp. will discontinue Polly Scale and Floquil lines of paint that were popular with model railroaders.

Testors has announced that it is ending its Floquil and Polly Scale lines of paints, including dozens of model-railroad specific colors. Testors will continue to take orders from retailers and ship paint for a limited time based on available quantities.

In addition to Floquil and Polly Scale, Testors is also ending its lines of Pactra and ColorArtz paints. Floquil paints are solvent-based, and Polly Scale acrylic paints are water-based.

Floquil has been a staple of model railroading for decades; the first advertisement for Floquil paint in Model Railroader was in 1947. Polly Scale is also popular with model train hobbyists.

Testor Corp. will continue to produce products under the Testors, Model Master, and Aztek brands. Testors told Model Railroader magazine in an email that it has no plans to move colors from the Floquil and Polly Scale lines to another line. Testors noted that colors used for weathering and scenery can be found in Testors' CreateFX line of paints.

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Club Work Session Held

By: Turk Russell



Bob, Rob and Turk work in sorting items from the trailer.

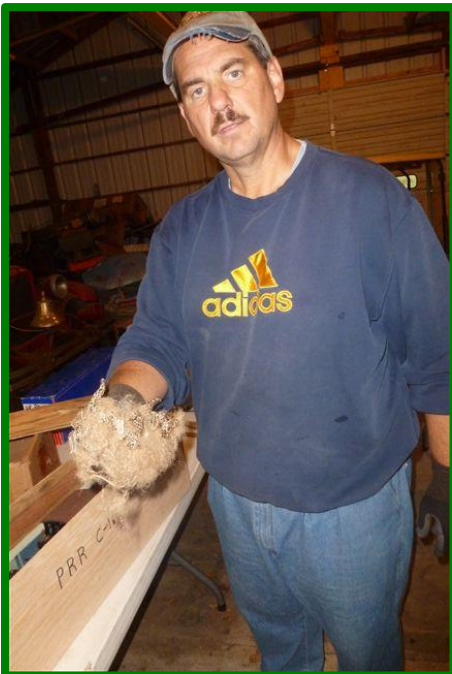
Friday Oct 11 was the club's annual work/cleanup day. We built 17 new wooden 4x8 platforms to be used for Rocky Ridge



Walter, Barry and Bob work on the new platforms for Rocky Ridge.

Christmas Magic this year. These will be replacements for the previous ones that were almost 20 years old and deteriorating.

After finishing the platforms, we dove into the club's trailer. Barry and Jeff cleaned all the buildings and rolling stock. Rob and I worked on unpacking and reorganizing everything in the trailer.



Jeff works at cleaning equipment.

We kept Bob Segessenman busy running back and forth between all of us. We then packed all of the items needed for Rocky Ridge. All in all it was a super productive day

Special thanks

to Bob and Harriet

Segessenman for providing us lunch and an awesome place to work and fabricate. Attending

members: Barry McNew, Turk Russell, Rob Segessenman, Walter Plank, and Jeff Shubert

Rocky Ridge 2013

We need your support for the 2013 Rocky Ridge Christmas Magic. With the down economy many of the shows are having trouble and this is now the club's only source of income.

Your Help is Needed!
Saturday, November 16th, 2013
9:00am

The building is now fully insulated and we have brand new platforms.

As in the past we will be compiling a list of volunteers to watch and run the trains each evening. All volunteers and their families get into the show for free during its month long event. Last year's layout had the best attention to details in years. Special thanks to the girls for adding their decorating touch!

If you are able to help, I would appreciate a call or email beforehand. That way I will be able to get an idea of how many will be participating in setup.

We will have food and drinks for Setup Saturday...

Hope to see you there!
Turk

If you can help watch the layout contact:

Turk Russell: 717-762-8873 Cell: 717-977-1000
1turk@embarqmail.com

Walter Plank: 717-486-3489 Cell: 717-385-2958
walterplank@comcast.net



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More steam for Western Maryland Scenic?

By Alexander D. Mitchell IV
Published: September 9, 2013



No. 1309 at the Baltimore museum in September 2013.

Photo by Alexander D. Mitchell IV

CUMBERLAND, Md. – In a search for potential additional steam power as it begins its 25th season

of operation, the mountain-climbing Western Maryland Scenic Railroad is investigating more steam power to supplement its 2-8-0. One possible contender is Chesapeake & Ohio class H-6 Mallet 2-6-6-2 No. 1309 at the Baltimore & Ohio Railroad Museum in Baltimore.



No. 1309 in revenue service.
Photo by Chesapeake & Ohio

B&O Museum chief curator David Shackelford confirms the initial inquiries to Trains News Wire. “The Western Maryland Scenic contacted the B&O concerning acquiring the engine. The museum is in the early stages of evaluating their request, and no decision has been made at this time,” Shackelford says. He rejects numerous Internet rumors that stated the loco is already being prepared for shipment or is already confirmed as going to Cumberland.

Western Maryland Scenic Chief Mechanical Officer Dan Pluta says the railroad is looking at other steam locomotives. A second steam locomotive is desirable because “our regular operations are demanding, even severe in the tourist railroad world, and although we have missed a minimal number of trips in the past 20 years, a back-up locomotive would be a benefit.”

Since its establishment as an excursion operation in 1989, the Western Maryland Scenic has relied on 2-8-0 No. 734, former Lake Superior & Ishpeming No. 34, built by Baldwin Locomotive Works in 1916. The locomotive was acquired in 1992 from a private individual that acquired it from Illinois Railway Museum. It went into service in 1993 as a close approximation of a former

Western Maryland H7a-class 2-8-0 built by American Locomotive's Richmond works in 1911, of which the real-life Western Maryland No. 734 was a member.

The "replica" No. 734 is approaching a long-planned major overhaul at the end of the 2015 season, and although the railroad also rosters a pair of former Conrail GP30s occasionally used in excursion service, steam remains an important part of the railroad's "Mountain Thunder" marketing and image. The search for steam power that could haul longer fall-season and Christmas passenger trains over the Western Maryland Scenic's steep grade to Frostburg — more than 2 percent in spots — means that not just any steam locomotive is suitable. Any steamer acquired would likely face a rebuilding or overhaul process taking a year or more, although Pluta says, "We expect the overhaul of No. 734 to take approximately five to six months." The locomotive's last "1472-day" overhaul was in 2000-01, and took a mere two and a half months, Pluta says. More work is anticipated this time.

One important consideration for any potential substitute for No. 734: It must be able to fit the former WM turntable from Elkins, W. Va., now used to turn engines and change tracks at Frostburg, Md., the other end of the excursion. The two GP30s fit with inches to spare and considerable overhang at the ends, while C&O No. 1309, despite its massive appearance, has a wheelbase, including tender, of 88 feet. No. 734 sports a much larger tender than its "prototype" WM H-7a class did.

Part of a 1948 order for ten such locomotives, C&O No. 1309 was built by the Baldwin Locomotive Works in Eddystone, Pa. in September 1949 near the end of domestic steam production for Baldwin. Considering its late construction date, No. 1309 and its nine sisters of the 1949 H-6 class were built to a considerably archaic design, first delivered to the railroad in 1911 as an improvement upon earlier 2-6-6-2 designs.

The H-6 class featured a compound design, where high-pressure steam was used first in the rear pair

of cylinders and then re-used at a lower pressure in the larger front cylinders before being exhausted.

Compound articulated locomotives like No. 1309 enjoyed a brief surge in popularity between their development by Frenchman Anatole Mallet in 1885 and the post-World War One era. The Baltimore & Ohio rostered the first North American Mallet, 0-6-6-0 No. 2400 Old Maud, built by American Locomotive Co. at its Schenectady Works in 1904. Compound Mallets eventually lost favor to "simple" articulated, which fed high-pressure steam to two pairs of cylinders simultaneously. The latter-day largest articulated steamers, such as the B&O EM-1 2-8-8-4s, C&O Allegheny 2-6-6-6s (the heaviest reciprocating steamers ever built), Norfolk & Western Class A 2-6-6-4s, and Union Pacific Challenger 4-6-6-4 and Big Boy 4-8-8-4 classes, were simple articulateds. C&O Allegheny No. 1604 is also part of the B&O Museum's collection, currently displayed in a car shop building adjacent to the museum's landmark roundhouse.

No. 1309 worked out of the C&O's Peach Creek terminal in Logan, W. Va., in relative obscurity on mine run and switching for only seven years before being retired in 1956. It remained in the Peach Creek roundhouse in Logan, W. Va. until the mid-1970s when No. 1309 was transferred to the Baltimore & Ohio Railroad Museum, along with several other C&O steamers that had languished in a dead line in Russell, Ky. No. 1309 spent years on prominent display in the front lot of the B&O Museum before weathering severely and being withdrawn to storage pending future cosmetic restoration. If restored to operation, No. 1309 would be one of the few compound steamers. Black Hills Central in South Dakota and Niles Canyon Railway in California sport 2-6-6-2Ts, and Oregon Coast Scenic is near completion of a rare 2-4-4-2.





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SVGRS Christmas Party



All members, families and friends, are invited to the 2013 SVGRS Christmas Party on Sunday, December 8th at 5:00pm at the Golden Coral in Waynesboro, PA. We'd originally planned this for the Dutch Country Restaurant in South Hanover on Saturday, but due to a scheduling conflict, this was not available. Venues filled up quickly, so our traditional Saturday "date" was impossible to achieve. Please plan to attend this event! Good food, good company, good prizes and good fun!

At this time we're looking for your RSVP. Please respond to one of the officers listed below at your earliest convenience.

Barry McNew
(717) 762-2962
bmcnew@centurylink.net

Turk Russell
(717) 762-8873
1turk@embarqmail.com

Jeff Schubert
(717) 530-0561
shube@comcast.net

Rob Segessenman
(717) 359-8515
rob@robtronics.com

Kevin Adams
(717) 632-1884
Captain49A@comcast.net



Club Financial Report

As of September 30th, 2013



Submitted by: Jeff Shubert

Checking Balance
\$2,765.29

Savings Balance
\$6,172.21

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 next year please contact

Kevin Adams at
Captain49A@comcast.net
or (717) 632-1884.

It's never too early to plan!

Steam into History Event



The William H Simpson sitting at Hanover Junction Station

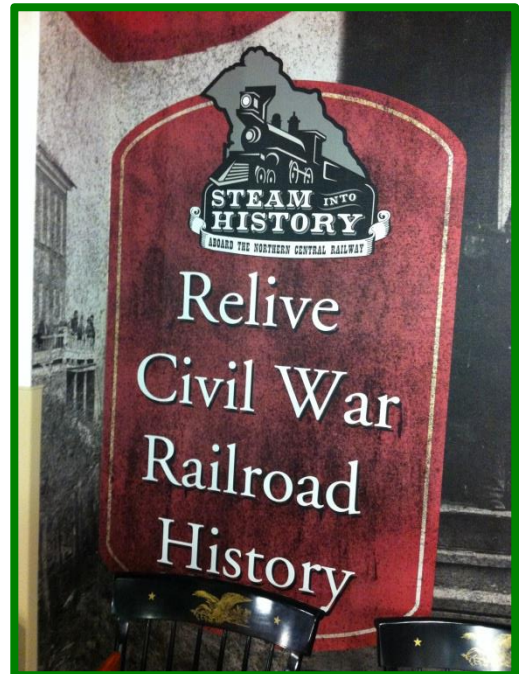
On Saturday, November 10th, 2013, the Steam into History folks will have not one 4-4-0 locomotive, but two under steam and running for various events. This is an unprecedented opportunity. For those who don't know, Steam into History recently took delivery of a brand new built American 4-4-0 locomotive named the "William H. Simpson." For this event, they have brought in

the other 4-4-0 locomotive named "Leviathan," built by the same person/team! Among other things, you can come meet the person who built both of these amazing locomotives.

Here is a URL to check out:
<http://steamintohistory.com/>

Get your tickets now, because they're going fast! These two trains will celebrate the Great Civil War Locomotive Chase, Veterans Day, the Reenactment of the Golden Spike and the famous Brady Photo at Hanover Junction...

Several of our club members/families will be attending and we encourage you to join us.



For more information contact:
Marlyn & Doris Geesey:
(717)347-7673
marlyngeesey@yahoo.com



Longwood Gardens Installs Garden Railroad

Photos Submitted by: James Hitz



Harry's Layout.

Club member Jim Hitz recently visited Longwood Gardens and snapped a few shots of a new "G" scale layout they were installing.



Everyone looks on as the Hill Climb gets ready to start.

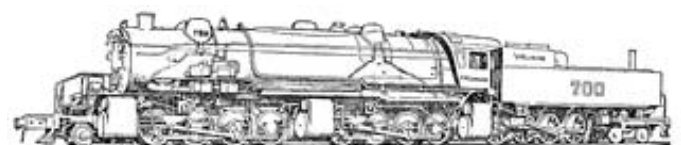
More Photos of Club Activities



Sale table at the club picnic.



The kids try their hand at Bocce Ball at the Picnic.





Aaron prepares his Bachmann 4-6-0 for the hill climb.



Everyone enjoyed the beautiful early fall day.



Bob, Phil, Aaron and Emily watch the hill climb take place.



More hill climb pictures.

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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