



SVGRS Newsletter January 2021

2021 Calendar of Events

- | | |
|-------------------|--|
| Jan- 14 | 7:00pm - Executive Board Zoom Meeting (new year planning schedule) |
| January 25 | First Quarter Newsletter |
| Mar- | 7:00pm - General Meeting #1 New Oxford Train Station (possibly as a Zoom Meeting) |
| Mar-25 | 10:00am - Setup for Spring <i>ECLSTS</i> (<i>Pending</i>) |
| Mar-26 | 9:00am - <i>ECLSTS</i> Train Show Day 1 (<i>Pending</i>) |
| Mar-27 | 9:00am - <i>ECLSTS</i> Train Show Day 2 Tear Down @ 4:00pm (<i>Pending</i>) |
| Mar-31 | Deadline to pay 2021 Dues |
| Apr-26 | Deadline for 2nd quarter News Letter Articles |
| June TBA | Open House TBA Short meeting to be held as well. |
| Sep-18 | 1:00am - General Meeting #3/Club Picnic, Southampton Township Park, Southampton Junction Pavilion, 200 Airport road, Shippensburg, PA |
| Sept TBA | 2:00pm Trailer Inventory, Clean inventory items and repack for RR |
| Oct-15 | Deadline for 4th quarter News Letter Articles |
| Nov-TBA | 9:00am - Rocky Ridge Pre-Setup up ; Track & Platforms |
| Nov-TBA | 9:00am - Rocky Ridge Complete Setup |
| Nov-TBA | 5:00pm - Christmas Magic Opening Day |
| Dec-TBA | 4:30pm - General Meeting #4/Christmas Party (Hanover Railside Dinner) |
| Dec-31 | 2019 Rocky Ridge Christmas Magic Ends |

Cut out and paste on your refrigerator

Note: The above dates are subject to change depending on local and Government restrictions due to Virus

Reminder

SVGRS DUES: Dues are \$25.00 per year. Your membership funds support the costs of insurance, website, picnics and storage for our equipment. The funds also help contribute to cover costs of railroad displays, maintenance and acquisition of equipment as needed.

Dues need to be paid by March 31st.

We encourage everyone to mail them in this time and not wait for a show to pay Jeff or Turk.

Please mail your check to:

Jeff Shubert

258 Chestnut Drive

Shippensburg Pa 17257



Presidents Message Jan. 2021

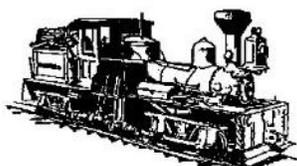
2020 had finally come to an end, but we still have a ways to go till things get back to normal. I sure hope it comes soon. I hope everyone health has been ok. As I discussed before, the model railroad hobby and large scale chugged along in full force since folks were home. Barry McNew and I repaired quite a few locos and rolling stock for many clients.

I was busy keeping up with online updates and train videos since late summer until now. Our Honda and Fishers auto parts seminars are all now done online. The last meeting had 667 of us online. The nice thing is, if you have a laptop or tablet; you can set anywhere in the house. My big recliner with popcorn is a favorite of mine! Zoom and Google Meet providing virtual info have now become the new

norm. I now do about 3 per month myself. While I miss seeing all of you, this keeps me in touch with other clubs and train events to see what they are doing. The SVGRS board just had our new year's planning meeting using Zoom with Rob Segessenman setting it up as our host.

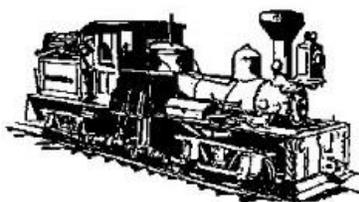
We did not make up a complete 2021 calendar since most things are still up in the air. However, I did notice that a few clubs are planning member meetings in February and March using Zoom. I would like to give this a try. I know some of you will complain, but we have enough tech guys in our club to assist folks and get them on board. Rob Segessenman and Bob Wenger are particularly good with the new technology. We can also have a model presentation if someone has a train or idea they would like to share with the group. Stay posted and stays safe.

Turk



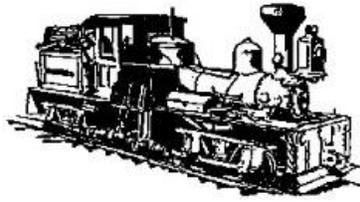
Virtual Train show

Train World will be hosting a live train show on Jan 27 at 6:00pm. Bachmann Trains will be the main feature. It will be live on facebook and Youtube (Trainworld TV) Stay tuned for #ridewithtrainworld



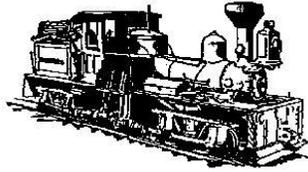
2021 Layout Tours – Volunteers Needed

If you have a garden Railroad layout we would appreciate if you would consider having a open house in 2019. This is a good way for members to get ideas and also provides good comradery among our members. If interested contact Robert Wenger, weng308@yahoo.com to set up a date. Sunday afternoons seem to work best for most members.



ECLS Train Show Update

IN RESPONSE TO OUR SURVEY SO FAR, WE HAVE RECEIVED 14 RESPONSES, ALL HAVE BEEN IN FAVOR OF THE SPENDING AND ALL BUT ONE ARE WILLING TO HELP WITH THE LAYOUT AND RUNNING TRAINS.



B & O Warehouse and Camden Yards

Article by Joe Trezza MLB.com, Submitted by Jeff Shubert

It is both the most inviting target and the most iconic backdrop in all of baseball. It is also a singular landmark of the sport.

Simply put, there is no Camden Yards without the B&O Warehouse looming high over the right-field fence at Oriole Park, providing a red-brick backdrop unlike any other on the Major League circuit. When it opened in 1992, Oriole Park at Camden Yards inspired a new generation of destination ballparks, and the warehouse was a big reason why.

To this day, it remains the park's signature feature, and something fans travel from far and wide to see. Here is everything you need to know about the Oriole Park at Camden Yards warehouse:

What is the history?

Constructed between 1899 and 1905 by the Baltimore and Ohio Railroad to serve

the historic Camden Station, the warehouse today stretches 1,016 feet long, just 51 feet wide and stands eight stories high. It holds about 430,000 square feet of space. It is the longest brick building on the East Coast, according to the Orioles.

It was used as storage for B&O through the 1960s and was reportedly able to hold 1,000 carloads of freight at the height of its use. But the warehouse was largely abandoned by the '70s, then repurposed and incorporated into Camden Yards when the stadium opened in '92.

What is its current function?

The warehouse is home to the Orioles' executive and ticket offices, stadium authority, Dempsey's Brew Pub and Restaurant, tech startup Optio Labs Inc., banquet facilities and the O's official team store. Several other gameday vendors lining Eutaw Street reside in a 60-foot-wide promenade that runs between the warehouse and Oriole Park.

Though the Orioles have been purposeful about keeping the warehouse ad-free for years, they have used it to serve additional decorative functions for major events.

The most famous example is **Cal Ripken Jr.'s historic 2131st consecutive game** in 1995.

How far away from home plate is it?

The warehouse sits approximately 60 feet beyond the right-field wall. It is listed as standing 439 feet from home plate at its closest point, behind the right-field foul pole.

Has any hitter ever reached it on a fly?

One. Ken Griffey Jr. is the only player to hit the warehouse, achieving the feat during the 1993 Home Run Derby. That blast was measured at 465 feet.

Others have reportedly done so during batting practice, including Sam Horn, Jason Giambi, David Ortiz and Chris Davis.

No player has ever reached the warehouse on a fly during game action. But its bottom floor is lined with 63 shatter-proof windows in case that changes.

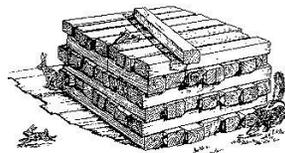
Has anyone else ever come close?

101 players have reached Eutaw Street during game action, including 46 Orioles. Chris Davis is the all-time leader, with 11 Eutaw Street home runs.

The farthest homer ever hit onto Eutaw Street traveled 443 feet, hit by Expos outfielder Henry Rodriguez off Scott Kamieniecki on June 17, 1997. But Rodriguez hit his to right-center, where the warehouse tails away from the field, parallel to the right-field fence.

Any homer hit to right at Oriole Park must also clear a 20-foot-high scoreboard along the right-field fence, requiring additional distance to reach the warehouse. Former Astros slugger Lance Berkman is credited with coming the closest in game action, on a home run that traveled an estimated 430 feet.

Joe Trezza covers the Orioles for MLB.com. Follow him on Twitter



Last Minute Trip 2020

As most of you know, I try to take at least steam powered 2 train trips a year. A few tourist RR,s were running, but most were closed . Most do not have the personnel to clean the train and wipe things down, let alone have folks follow the rules.

There was not anything close to us that we could feel safe yet see the fall foliage that everyone loves to experience with a wall of smoke! All of the scheduled trips for the Reading & Northern were using Diesel locomotives with the exception of New Hope and Ivyland RR . Most of their trips were sold out and it's a long distance for one day. I had called the RBM RR to inquire about whether they had any plans to use their awesome 4-6-2 Pacific steamer on any trips. They normally use #425 in the fall and all thru Christmas.

They informed me that they never know till the owner decides last minute and to keep an eye on Facebook. Wow! My Friends had caught one in October and told me they really enjoyed the whole ordeal so I tried to keep checking up.

Well the first week of November The Leigh Gorge Scenic RR page(Reading & Northern's parent RR) site gave me 4 days' notice with 2 days of running steam . I called immediately and the ticket office and they did not even know about the trips. This is the new way of the world nowadays. The website never did list any steam powered trips. A few of us made the trip on Friday Nov.6 for the 1pm train and we were not disappointed. The 60 degree weather and gorgeous. We were all masked up and some cars they did take temperatures on. ½ capacity cars and a conductor on every car , the RR personnel is very friendly and will accommodate most requests as you can see in my cab photo. I highly recommend this trip.

If you have any Rail trips you would like to share, Please let Joe or I know!

Friends in Railroading Turk Russell





Reading & Northern's project to return Reading 4-8-4 No. 2102 to service took a huge step forward Tuesday with a successful steam test.



PORT CLINTON, Pa. -- Reading & Northern's former Reading Co. 4-8-4 No. 2102 came several steps closer to its long-awaited return to service after steam testing at the railroad's steam shops in Port Clinton on Tuesday. All went well. "The engine is like new," said R&N owner and CEO Andrew M. Muller, Jr. Following the testing, he blew the T-1's Reading "Hooter" whistle at 11:00 a.m., signaling lunch time for the steam crew, volunteers, and invited guests.

The big Northern, built by the Reading at its home-city shops in 1945, is one of four of the T-1 class remaining. Muller hopes that the engine will be running this spring, after being stored 29 years ago.

R&N shop forces lit a fire in the engine on Saturday, and let it warm up over the weekend. By Tuesday, the 2102 was up to its 240 psi working pressure. All components, including the boiler, injectors, feed water heater, and stoker, tested fine, Muller reports. A few leaks were discovered, and they will be repaired after the engine cools down. The 4-8-4 does not look quite ready to run, as the cab still needs to be reinstalled, and the tender is being rebuilt. The multi-year project has cost more than \$1 million so far, and Muller says that he expects to spend another \$100,000 for completion.

The T-1 worked in freight service until late in the steam era, and the surviving four were saved from extinction by Reading's program of "Rambles" excursions over the system during the early Sixties. Muller bought the 2102 in 1987 and ran it on passenger trains over his 13-mile Blue Mountain & Reading line north of Reading from 1987 to 1992. The 2102 also made a few off-line trips on Conrail routes during those years.

Bringing No. 2102 back to life has been part of Muller's plans since it was taken out of service, but freight service on the growing Reading & Northern system always has been a priority. The company has a second, smaller steam engine in operation, former Gulf, Mobile & Northern 4-6-2 No. 425, which sees regular service on R&N's frequent passenger excursions.

Although virtually all work on the R&N is performed by railroad employees, many volunteers helped on the 2102 project over the years. Some put in hundreds of hours, Muller said. Railroad supervisors have kept records of each volunteer's

hours and contributions, and those individuals will be granted cab time on future trips.

Muller plans for No. 2102's first assignment to follow T-1 tradition, leading a long high-priority freight. It will be on the head end of R&N's hottest scheduled train, the North Reading Fast Freight, which makes a daily round trip from North Reading to Pittston, Pa.



Land of Christmas in Waynesboro Pa

The 2nd annual "Land of Christmas Trees" was open in Waynesboro Pa at the former Beck & Benedict hardware store. Open on weekends- Friday, Saturday and Sunday. The event was run by SVGRS Members Tom & Fern McCloud on behalf of the Waynesboro area lioness and Lions Club . They had over 28 trees on display inside a large building distanced about 10 ft apart for safety. All trees and displays were decorated and sponsored by local businesses, Churches and individuals. This event was free and they accepted donations. It was a simple inside event which offered a nice addition at Christmas time during Covid 19. The club provided our dog bone train loop and many other items.

Thanks to members who assisted with this Turk Russell, Barry McNew Jim Clingan .

submitted Turk





New Club Additions

We'll be ready next year for the holidays with these beautifully done Christmas car loads. Built and donated by Phillip Shoop and Family. They light up and have nicely done details

Thanks to Phillip for these holiday car loads. I am sure they will be eye catchers!



Garden Railroad News publication is up and running

submitted by Turk Russell

Now that we no longer have a dedicated magazine for Large scale Railroading. Here is a viable replacement in the form of a mini Magazine similar to Garden Railways . Its all-volunteer from the California area. I encourage everyone to check it out.

Here is the link for the all-new GR News <https://www.grnews.org/>

GR News has been embraced by more than 100 clubs with more than 6500 members. We are thrilled that you and your members are part of this community.

We are looking forward to 2021, to sharing GR news and facilitating garden railroading connections in North America & beyond. We also hope that more of that news will be about live meets and open railroads.



Trains Industry News :

submitted by Turk Russell

The Western Maryland Scenic RR surprised us all on New year's eve with a long overdue test run of the C&O locomotive #1309. The 2-6-6-2 mallet locomotive is 90% completed now. Let us hope the spring of 2021 gives us all a chance to see her in action.

The following link gives provides all the information and video
<https://wmsr.com/1309-restoration/>

The Reading & Northern Railroad has fired up their T1 4-8-4 locomotive. This loco has been removed from service since the 90's and needed a good bit of work . The railroad currently steams Pacific locomotive #425 and it puts on a great show.

Since 2012 the crew has been working on and off again towards getting the big northern running . We may see it in action by the fall of 2021

The following link gives provides more info:

<http://railfan.com/reading-northern-fires-up-restored-4-8-4/>

A good many Railroads are staying open this winter months to provide more tourist trips due to the Covid 19 issues. Train videos with snow covered back drops cannot be beat. Even the Strasburg RR is doing limited winter trips this year



Club Items and Trailer on the Move

The club's trailer, train items and supplies are going to be moved to a new location. We have been extremely fortunate for many years to have kept everything stored at the late Bob Segessenman's home/ barn. Rob continued to offer the property to us for as long as he could at the cost of \$30.00 a month. That was bargain. The property is being sold this spring, so we must clear out.

Thanks to Bob Wenger, the club will have a new home at the National Apple Museum located in Biglerville Pa. It is nearby and only a few miles from where the club items are now. Costs per month will remain the same. Some early prep work and cleanup will need to be done. After that we will have a full garage 20ft deep plus a side 10 x 8 additional area.

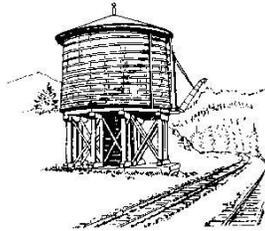
Look for a notice in the early future to be sent out for volunteers to attend and help with the move.

Submitted by: Turk Russell



Roadside America Ends after 85 Years

We received confirmation that Roadside America was sold for 1.1 million. The trains have all been auctioned off and it is undetermined what will happen to the property now.



Industry News: By Turk Russell

G scale news

Piko trains will be releasing some new freight cars and quite a bit of European locomotives for 2021. They are also offering a brass version of rail clamps. This should help fill the void left by Split Jaw.

Bachmann Trains will be offering a newly re-done 4-6-0 ten-wheeler. After 6 versions of the most popular selling G scale locomotive; this new model must be something special. I am told it will come with brass gears and newly designed front trucks. Also, a newly designed tender with a list price of \$999.00 and an estimated street price of \$580.00; it better be awesome



Bachmann Trains is also hoping to release the long-awaited Dash 9 diesel. For the modern railroader this will be a good fill since Aristocraft trains is no longer around to provide motive power. The locomotive is to be an updated re-release of the popular Aristocraft trains version.

Accucraft trains has finally showed their long-awaited GP 60 diesel. Test runs were shown on the internet, but no sales dates were given.

Also shipping is a DRGW C18 in electric and live steam. Their web pages shows an array of new items but that is always up for debate depending on pre orders.

USA TRAINS With the passing of Charles Row, the founder and owner of the company, we have hopes that Charlie Jr will keep the production going. No news at this time.



20 Volt Power Supply

Submitted by Joe Mower

I found this in the Amazon online store. It clips onto a 20-volt DeWalt tool battery and provides a 20-volt DC power supply.

I plan to use it as a power supply for my Aristo Train Engineer. No need to run extension cords when I want to run trains. Cost \$15.



SVGRS Club Officers

President -- Turk Russell (717) 762-8873, turkruss@gmail.com

Vice President Robert Wenger, weng308@yahoo.com

SVGRS Secretary - Rob Segessenman 717-359-8515, rob@robtronics.com

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

Newsletter Editor -- Joe Mower (717)-241-6483, jhmower@aol.com

