



Editor's Model of the Month

For his entry in the July 2020 Bring'n'Brag "Extra," Steve Ross submitted this model of a telegraph office that he kit-bashed from two Division 2 convention kits to replicate the prototype structure depicted in the background photograph. If you look closely at the background photo, you can see that he also replicated the heavy tar on the joints of the roof paper (or is that a brie roof?).

Division Meeting Schedule

August 16 - PICNIC CANCELLED

September 20 - TBD

October 18 - Division 2 Meeting, 2:30pm
Norwin Public Library
100 Caruthers Lane
Irwin, PA 15642

Bring'n'Brag

- | | |
|-----|---|
| Jan | Anything goes |
| Feb | Motive Power: Diesel, Electric & Traction |
| Mar | Motive Power: Steam |
| Apr | Freight Cars |
| May | ** Quarantine Extra ** |
| Jun | Non-Revenue (incl. cabooses) |
| Aug | Passenger Cars |
| Sep | Vehicles |
| Oct | Structures |
| Nov | Prototype Photos |

Get the Color Version of the Keystone Flyer as soon as it comes out and other Division 2 news flashes and announcements via email. Contact Susan Werner

swerner48@yahoo.com

Submission Deadline for next *Flyer*:
August 30, 2020

Visit us online at
keystonedivision.org



From the Super's Desk

I am sorry that we could not have met at August's picnic. I know many of us would have liked to see each other and get caught up on how we are all coping with this pandemic. I have seen and noticed that we as model railroaders have a satisfying hobby as far as the psyche is concerned. Calming. (I would not say that it's always calming, but I do feel elated when I succeed.) The other thing I have read is that the model railroading industry is doing better than expected. Many model railroaders are catching up on some needed upgrades or bringing their railroads to fruition.

My Keith has been busy looking at different venues and contracts for the convention in 2023. With the help from his advisory committee, a final selection has been made. We will host the Mid Central Regional Convention at the Cranberry Doubletree Inn on May 4th - 6th, 2023. Besides having more space than our previous site, the area offers plenty of eateries and includes a model train hobby store within 4 miles.

Which brings us back to working on our hobby; we have 2 plus years to get our layouts ready for tours on the Sunday at the end of the convention.

Until we see each other again, wear a mask, keep proper distance, and stay safe.

... *Frank Benders*

PICNIC CANCELLED

The annual summer picnic, originally scheduled for August 16, has been cancelled due to COVID-19. Southwestern PA and Morgantown, WV numbers are up again and mitigation measures are in place. Since the great majority of us are of the silver-hair club, it is best to cancel for now and hope this ends soon so we can see each other and laugh at the pounds we have gained (dubbed the COVID 15 by some) during the stay-at-home period. I look forward to seeing all of you soon.

- Susan Werner

DANIEL TOMAJKO

We learned just days ago that [Dan Tomajko](#), a member of our division employed at the Norfolk Southern Intermodal facility in Pittcairn, sadly passed away on July 20. Please keep him and his family in your thoughts and prayers.

Division Elected Officers

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Module Committees

FreeMo (HO scale) group
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T-Trak (N scale) group
Richie Jodon richjodon30@gmail.com
Jim Braum jimmy_braum@yahoo.com

The *Keystone Flyer* is published ten times a year by Division Two of the National Model Railroad Association, Mid-Central Region. Subscription to the *Flyer* is included with your NMRA membership and sent via e-mail directly to each member who chooses to receive the newsletter in this format. Alternatively, you may also read the *Flyer* online, or download a copy onto your computer or mobile device by navigating to the link on the Division Two website [www.keystonedivision.org]. Members without internet access or an e-mail address may request a printed copy from the Division; please send your name, address, and phone number to: Patrick Altdorfer, Editor, 6333 Morrowfield Avenue, Pittsburgh, PA 15217. Pike ads are available to publicize your home or club model rail empires for a \$15.00 yearly fee. You may supply artwork or have it produced by the editor for a nominal fee. Pike ads are also posted in full color on the Division website.

Bring'n'Brag

listed in the table below.

August is Passenger Cars! I'm looking forward to seeing what everyone has been working on.

See all of you soon!

July 2020 "Extra"

Hello everyone!! I hope that everyone is enjoying the hot weather!

For the special July edition of the Bring and Brag we had five entries. This month the subject was Convention Buildings Kit Built. I personally like all of these entries.

Telegraph Office by Jim Ferguson (top left): Jim did a nice job here building the building and blending it into the scene. Fantastic Job, Jim!

Fire Hose Shed by Susan Werner (top right): This is a small but required detail that most large rail yards had/have. Nice Job, Susan!

Telegraph Office by Ron Dujack (center left): Ron did a lot of research with this entry. He also listed all the materials that he used for the construction of the model. Awesome Job, Ron!

Telegraph Office by Steve Ross (center right, and cover): Steve kit-bashed two kits to make the model. He also listed all the materials required to complete the model. This was modeled after an actual building. He included a picture of the actual location for us to compare. Super Job, Steve!!

Telegraph Office by Susan Werner (bottom photo). Everything is looking dead on and knowing Susan, how else would it be? Great Job, Susan!

There was a three way tie for First Place!

Jim Ferguson
Susan Werner
Steve Ross

There were no second or third place winners. To be clear: this contest was an "extra" and no points were awarded nor does it contribute to the standings, which are based on our 10 regularly scheduled BnB contests.

Next month: Passenger Cars!

The August contest (Passenger Cars) will also take place online. Submit your entry (photo and description) to Tom Gaus (tom@tomgaus.com) by Tuesday, August 11, at 8am, the entry deadline; email your vote to me (arleymitchell@frontier.com) by August 15 at 2pm. Results will be reported in the September *Keystone Flyer*.

Arley Mitchell



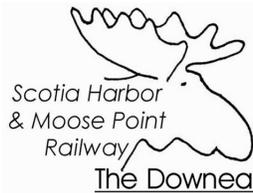
I hope to see all of you out and about. If not, we'll do it again right here!

Take care everyone!

Note: These are the point standings as of June 2020. The July Bring'n'Brag contest was an "extra" contest to while away our time in lockdown, and points were not assessed despite the crowning of three first-place winners.



Name	pts	Name	pts
Jim Ferguson	14	Julius Fair	03
Grier Kuehn	08	Neal Schorr	02
Fred Metting	07	Arley Mitchell	01
		Mike DeSensi	01



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Cumberland and Lake Erie Railroad



"The Laurel Ridge Route"

D. E. Baker, V.P. of Operations
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HUNTINGDON NORTHERN RAILWAY



"THE ALLEGHENY ROUTE"

R.J. Prehoda, Operations Manager

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B&O, CP&W, Erie Lackawanna, N&W, NYC, P&WV, PRR, WM



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email: TurtleCreekRailroad@verizon.net

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Serving PA Coal Country

Robert Livrone, Owner/Operator Lower Burrell, PA



PRR Panhandle Division



George Pandellos Chief Engineer
Member: NMRA, TCA, PRRT&HS
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The ASPEN SUB along the B&O
from Morgantown to Keyser

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Blacklog & Shade Gap Eastern Railroad

Vagel Keller, Gen'l. Manager
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Follow our construction progress online at:
http://www.railroad-line.com/forum/topic.asp?TOPIC_ID=22893



PENNSYLVANIA RAILROAD NORTH JERSEY BRANCH

John W. Wesner
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PENNSYLVANIA RAILROAD MIDDLE DIVISION

Hey kids, you too can be a fan of the
great Standard Railroad of the World!

Neal A. Schorr - Owner & Chief Engineer



LEBANON VALLEY RR

Serving Pittsburgh Suburbia and Beyond
Phineas T. Foonman, Emperor and CEO

Jim Ferguson (412) 561-5203
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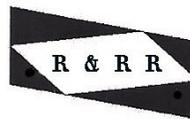


BALTIMORE & OHIO WESTERN MARYLAND Consolidated Rail System



with connections to P&LE, PRR, C&O, EL, NYC

Chief Engineer John Bennett
Phone: (814) 241-5547
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FORKS RIDGE RAILWAY



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Route of the
Whitetail

THE O.R.N. Ry BUNCH

15
LAYOUTS
AND
GROWING
N-HO-O-G



CONTACT
JOEL EVERLY
(740) 282-9854
NEW MEMBERS
WELCOME

OHIO RIVER NORTHERN RAILWAY CLUB

June 28, 2020 Business Meeting

Due to some technical difficulties, the special virtual executive meeting was gaveled open by Superintendent Frank Benders at 2:53 PM. He thanked Dennis Vaccaro for hosting the meeting via GoToMeeting.

Present: Patrick Altdorfer, Frank Benders, Andy Blenko, Jimmy Braum, Keith DeVault, Tom Gaus, Mike Hohn, Richie Jodon, Grier Kuhn, Arley Mitchell, George Pandelios, Neal Schorr, Dennis Vaccaro, and Susan Werner.

The minutes of the May meeting were accepted as published in Keystone Flyer online by acclamation.

Committee Reports:

Flyer: Patrick Altdorfer reported that there will be no Flyer for July. The next Flyer will be published in August; the date for submissions is July 26. He asked Arley Mitchell to send him the Bring-N-Brag results after the meeting for inclusion.

Treasurer: Jeff Gregg was not present, but Frank Benders reported that the division is solvent. Andy Blenko reported that the Convention account is solvent and nearly dormant. At this point, only sales of convention building kits are expected to generate any activity. Dennis reported that he will be depositing more checks tomorrow.

Programs: Andy Blenko reported that Division programs are on hold due to the pandemic. He is waiting on Susan Werner for information about an alternative picnic site alternative. The Borough of Leetsdale has cancelled all rentals of Henle Park until further notice.

Company Store: Susan reported orders for 4 books that will be available in July: one for a book that will be coming out in November, orders for which will be taken closer to the end of the year. Susan asked Tom to put up information on the website about two books about Pittsburgh area railroads.

Membership/Website: Tom Gaus reported the membership at 215, and the website is up to date.

Free-Mo: Patrick Altdorfer reported that he had applied for space at the Greenberg show in July. He discussed the situation with Frank Hicks who is 90% sure the show will take place based on his observance of a gun show held at the Monroeville Convention Center. Attendance appeared normal. We should know for sure by the middle of next week if we are confirmed for the show. Dennis reported that a friend drove by the gun show yesterday and that all appeared normal; there was a line waiting to get in.

Bring-N-Brag: Arley Mitchell announced that there were 6 entries. Dennis suggested a Bring-N-Brag for July (one is not normally held for this month) based on assembled 2020 con-

vention kits. It was agreed upon by acclamation. Arley noted that there were 20 votes for 6 entries this month; last month there were 10 entries.

Video Library: Bud Brock was not present, so no report.

Achievement Program: Dennis mentioned that he is lined up to look at scenery for a person next weekend. He also announced that someone had won a Merit Award, but did not divulge the winner. He is waiting for the regional paperwork. In a sad note, Larry Caniff, whose modeling was to be evaluated for three Certificates passed away before the judging was able to take place.

T-Trak: Richie Jodon announced that T-Trak will be at the Greenberg show on July 25 & 26. If you are planning/attending show please visit our display. We worked very hard to make this happen. Please contact Richie if you are interested joining the group. He will be sending an email blast to all T-TRAKers. T-Trak has two new members – brothers Jerry and Mike Metting. They will be attending the July Greenberg show and are modeling two double modules.

Richie also noted that Joseph Martin, the T-Trak chairman from Division 8, is visiting/attending the group. He is bringing his “tornado” module and a few double modules to the Greenberg Show. There will be plenty pictures taken at this show.

Doug Sandmeyer from Division 12 contacted Richie about ideas/information for 2021 MCR convention in Erie; they conversed for over 45 minutes on the phone. Richie is appealing to the division to help these fellow members with their first convention. Richie and his wife Laura are planning to volunteer to help Division 12. Nothing has been set yet as for convention plans except the two hotels and the date. Doug told him they have plenty of space for their convention. The hotels are across the street from Splash Lagoon, which is a fun attraction for younger children.

Laura and Richie will be doing a clinic for 2021 Northern Express MCR convention. With the help of CMR and maybe Gary Koehler, they will assist on the Build and Take Module Clinic.

Jamboree: Grier Kuehn reported that for this point in time (end of June), everything is on schedule for next year and that a committee is in place to run the Jamboree. Jim Sacco has stepped down as chairman, but will remain on the committee to assist. Grier and Neal Schorr will run the Jamboree with Jim’s help. Grier does have two concerns. One – will the virus impact the event next April? We probably won’t know till late August or early September. Two, it is possible that Robert Morris University (RMU) will not permit outside groups to use their facilities for liability reasons related to the COVID-

... continued on page 7

Minutes *(cont'd from page 6)*

19 outbreak. That will force the Division to find another venue.

Grier noted that there is a specific and complex set of criteria – food, access on Friday night, breakout rooms, and cost – that must be satisfied by the facility in order to use them for the event. Grier has been thinking about this and hopes RMU will continue to host the event.

MCR Convention: Keith DeVault discussed some of the issues causing difficulties with this year's convention. In particular he cited the lack of communications by the DoubleTree hotel in Greentree. They did not return phone calls. Also, items that were supposedly settled, e.g. cost of catering, became unsettled when no follow-up by hotel staff occurred. The hotel did have difficulties registering people for the convention as well. It was suggested that Keith speak with Jim Sacco who has had success dealing with this hotel in the past. The convention committee is chaired by Keith DeVault and is comprised of Susan Werner, Frank Benders, and Mike Hohn. Steve Ross is assisting with clinics. Other venues such as Southpoint (Hilton Garden Inn) and Cranberry (Keith has already begun preliminary investigations) will be considered as well as a return to the Greentree hotel. It was noted that the further away from Pittsburgh (a central location), the more difficult/expensive it may be to hold tours.

A vigorous and prolonged discussion ensued and the following items emerged. Andy Blenko and Neal Schorr volunteered to assist Keith in planning and carrying out the 2023 Convention. Some level of status reporting will be conducted with more frequent and detailed reporting commencing as the convention draws nearer; there is a need for more frequent reporting to the Region. Keith was asked to provide a summary of the locations he investigated with pro's and con's.

Old Business:

Frank Benders noted that Benjamin Lanza from Division 4 is sending him some interesting and unique train sites on YouTube.

New Business:

Regarding the picnic, Susan reported that no barbeque pits exist (she didn't see any) at the West Newton Park site and

that she used the park and brought her own grill. The park has a pavilion, port-a-potties, is near the very busy CSX tracks, and will cost \$100 to reserve. There was concern over shared serving utensils and buffets at the picnic; consideration was given to waiting another 10-14 days to make a decision. After some debate, a unanimous decision was made to hold the picnic on the original date, observe social distancing practices, make the picnic BYOF (Bring Your Own Food) and to reserve the park by sending West Newton a check for \$100. The date of the picnic will be August 16, 2020. And as there is no July Flyer, the picnic information will be publicized with a mini-Flyer or e-mail.

Concerns & Questions: Aside from the issues raised in this meeting, there were no other questions or concerns from the membership.

For the Good of the Division:

Tom Gaus questioned the decision made by the Greenberg folks to hold their show, given the difficulty in enforcing social distancing and masks. Patrick relayed information from Frank Hicks that the entire facility was being used for the show. Frank also sent an observer to the gun show and Patrick was expecting more information from him by the middle of the week. Mike Hohn pointed out that division members would probably want to know what to expect at the show and what rules were in effect (social distancing, mask, etc.). Patrick volunteered to put that information in the forthcoming mini-Flyer. That will be e-mailed to the division mailing list and mailed to 14 physical recipients.

Jimmy Braum discussed potential trips for future division meetings. He found 3 possibilities – the East Broad Top Railroad, the Age of Steam Roundhouse, and the Youngstown Area Heritage Museum (a new operation with an operational narrow gauge steamer). Jimmy suggested publicizing these options in an issue of the Flyer with votes coming to him. Frank asked Jimmy to discuss this with Andy Blenko to identify potential dates.

With business concluded, Frank asked for a motion to adjourn. Dennis moved to adjourn with Tom seconding. The meeting was adjourned at 3:59 PM.



THE GREAT BEREA TRAIN SHOW

October 3-4, 2020

Cuyahoga County Fairgrounds

Middleburg Heights, Ohio

The Keystone Flyer
 Division Two, NMRA, MCR
 P.O. Box 223
 Gastonville, PA 15336



NEXT MEETING: Who knows?
 Until then, Online Executive Board meetings

 <p>Mon Valley Railroad Historical Society 128 Pleasant Street Morgantown, WV 26505</p> <p>Meeting Thursdays at 7:00 PM www.MVRRC.org Call Rich Henderson (304) 276-1046 for more info</p>	 <p>MID-MON VALLEY MODEL RAILROAD CLUB</p> <p>159 Main Street, New Eagle, PA Meetings: Fridays 7:30 pm</p>
 <p>Visitors Welcome MEMBERSHIP OPEN</p> <p>2209 Walnut Street McKeesport, PA</p> <p>Open Wednesday & Friday Evenings</p>	 <ul style="list-style-type: none"> • HO & N Scale Layouts • T-TRAK Modular Display Layout • Extensive Library & Video Collection <p>OHIO VALLEY LINES 1225 MERCHANT ST AMBRIDGE PA 15003</p> <p>www.ohiovalleylines.org info@ohiovalleylines.org Open Every Monday 7:30PM – 10:00PM Memberships available!!</p>
<p>All aspects of "S":</p> <ul style="list-style-type: none"> • Scale • Narrow Gauge • Hirail • American Flyer <p>Monthly meetings Two portable layouts Membership open Contact: Jon Knox 724-287-6829</p> 	 <p>BEAVER COUNTY MODEL RAILROAD and HISTORICAL SOCIETY</p> <p>416 6th St. Monaca, PA 15061</p>  <p>Visitors Welcome</p> <p>Worknights: Tuesdays 7:30 www.bcmrr.railfan.net</p>

Today, we present to you, our trusted readers, the first and second installments of a history of the Huntingdon Northern Railway, in which our western Pennsylvania correspondent **Ichabod C. Dimmley** outlines the key points in the development of this illustrious, and some might say model, railroad that has shaped the character of the region, as well as the characters who have built and expanded this road over the years, and those who manage it today at mid-century.

Chapter One: The Baron Arrives

The formative years of the Huntingdon Northern followed a pattern similar to the way other nineteenth century entrepreneurs built their empires. It is laced with cunning, treachery, and greed that rivaled the exploits of other “Robber Barons” of the era.

It all started with the arrival of a young, ambitious, and determined German immigrant, in 1886. He was eager to make his fortune in this new land of opportunity.

Rumors began circulating in the small village of Huntingdon, located in Southwestern Pennsylvania, that this young man was quite wealthy and held the title of “Baron.” (These rumors have never been substantiated.) Nevertheless, Michael von Prehoda, the Great Grandfather of the current President/Director of Operations of the Huntingdon Northern Railway, was introduced to a wealthy, matronly widow named Sarah Frick Parker. Sarah was Henry Clay Frick's youngest sister. Frick owned many mines and beehive coke ovens in the area but had no way of his own to ship his products to market.

It was at his wedding reception that “Baron” Prehoda approached his new brother-in-law to build such a railroad. Frick was impressed with the idea, but said he didn't know the first thing about building one.



Baron Michael v. Prehoda, wife Sarah, and children.

However, another railroad, chartered in 1885, was being built to transport coal, mined in Southwestern Pennsylvania, to area markets. This new railroad, the Huntingdon & Laurel Mountain (H&LMt), financed by outsiders from Philadelphia, stood in the way of the Baron's dream. To make matters worse, the H&LMt. tunneled right under his newly acquired property! Sarah's late hus-

band, Colonel Parker, had sold the right-of-way for \$100 and unlimited visits to a local brothel!

Chapter Two: The Future Looks Brighter!

With the connections that the Baron's brother-in-law had in Harrisburg, a charter was granted in 1887, to build a railroad connecting Pittsburg, Pennsylvania with Cumberland, Maryland. (The “h” was added to Pittsburg in 1911).The Huntingdon Northern was born!

Money from the Frick fortune and the discovery of vast coal reserves on the Baron's property provided more than enough money to begin laying track between Huntingdon and Falls Junction. When the rails reached Falls Junction in 1891, an interchange with the rival Huntingdon and Laurel Mountain was established along with the building of another tunnel under the Baron's estate. Residents of the area were puzzled since no cars were being interchanged!

Things began to make sense when the Panic of 1893 arrived and an unexplained and suspicious explosion caused the collapse of the H&LMt major tunnel. This tunnel, if you recall, ran under the Baron's land. A lawsuit never materialized because all the local politicians, lawyers, and judges were getting their palms greased by Huntingdon Northern railroad officials.



Wreckage of H&LMt. RR tunnel after the mysterious explosion.

The H&LMt soon declared bankruptcy and was purchased by the Huntingdon Northern for pennies on the dollar. Now hoppers from mines on the former H&LMt would be interchanged at Falls Junction and shipped to market through the Huntingdon Northern's new tunnel. “A good crisis should never go to waste!” became the Baron's motto.

Towns such as Huntingdon, Chestnut Ridge, and Spruce Creek flourished because the railroad brought jobs and prosperity. But it came with a price. The towns that purchased HN “Railroad Bonds” brought the railroad to their doorsteps and flourished, but towns that didn't have struggled to survive. Money from the “sale” of these bonds was used to purchase choice right-of-way that provided the Huntingdon Northern with the easiest and shortest route over the Allegheny Mountains.

Here is a description of the newest book offerings we have available from Doubletake Books (www.doubletakebooks.com). Some of these might make really nice Christmas or Hanukkah gifts. Please let me know if you would like to order something. Division 2 members get a 20% discount.

Silverlake Images: A brand new **Railway Prototype Cyclopedia** is being produced by Silverlake Images. Modelers and historians have long appreciated the definitive information provided in this series. **RPC Vol. 35 – the 1937 AAR Box Car** will be a 385 page work which will include photos, text, rosters and drawings of this basic building block of box car history. The work itself will have the appearance and standards of the previous 34 volumes. It will be traditionally press printed and of a quantity to meet and exceed initial demand. Price will be \$75.00 and delivery is expected during the fall season, well in time for holiday gift consideration. The book is currently in the final review and is expected to go to the printer in very early August.

Late news: the RPC Vol. 35 is complete, all arrangements have been finalized and press time is being scheduled. If all goes as planned the book should be shipping in mid to late September.

Following quickly on the heels of their recently announced **Railway Prototype Cyclopedia Vol. 35** is a new series of publications based on manufacturers' and builders' catalogs. All too often the comment is heard that the photo captions in books contain no solid information. Often the reader can gather the same captioned info by looking at the photos themselves. The new series is called **Manufacturers' Catalog Archive** and it will provide data and information right from the builders' own sales and reference literature. The first two titles are: **Book 1 – Jordan Spreaders & Russell Snow Plows** and **Book 2 – Browning Locomotive Cranes Vol. 1**. The Jordan / Russell book will be 96 pages and the Browning will be 74 pages, both carry a list price of \$35.00 each. These are based on carefully preserved original builders' catalogs that have been digitally scanned. Printed on high quality gloss paper, these 8 ½ X 11 soft cover books feature a series number on the spine. Perfect for the collectors out there! Books 1 and 2 are already in production and are expected to be in stock around August 19. Reserve yours now.

Already a **Book 3 – BUDD Passenger Cars** and a **Book 4 – Bethlehem Steel Facilities** have been announced with a delivery date scheduled for late September. More details to follow.

All titles will remain in production for as long as demand warrants. Additional topics are in the works and they run from Porter locomotives to RDC's and beyond.

Withers Publishing: After placing a recent restock order an acknowledgement was received along with info on a new title. **BNSF Locomotive Directory 2019 – 2020** should be available by the end of August. In typical 6 x 9 soft cover format this 192-page book will list for \$34.95. It is expected to be typical of their directories and will feature color images of each class as well as up to date roster info.



Like many of us, I don't mind getting stuck behind a train at a grade crossing. Tonight was a little different: trying to get to a store before it closed, and it was late. This NS autorack train was about twice as long as normal, crawling at maybe 8-10mph through Homestead. I expected to see a FRED at the end, so I almost missed this shot of an old timer.

Photo by Patrick Altdorfer