



Editor's Model of the Month

At our August picnic, the Bring'n'Brag contest elicited three fine HO scale models of passenger cars, including two heavyweight observation cars, the kind that typically brought up the rear on US passenger trains from ca. 1900 through the 1930s (and on some roads even longer). Bill DeFoe's model was an excellent rendition of this type of car. It is an undecorated Walthers model, which Bill customized with lighting (a Walthers light bar with 3 additional micro LEDs he added to light the Utah Pacific marker lights and the platform); his Cinder Valley Railroad livery using Scalecoat II paint; and Microscale decals to name the car after his grandson. He completed the model with interior seating, tables, and figures, including ones of himself and his wife on the rear platform.

Meeting Schedule

September 19, 2021 - Division 2 Meeting, 2:30pm
Marshall Twp Municipal Bldg, Wexford, PA
Program: Neal Schorr, "Capturing the Commonwealth"
Layouts: Neal Schorr, Dennis Coglianese (details page 6)

October 17, 2021 - Division 2 Meeting, 2:30pm
Schiappa Library, Steubenville, OH
Program: Bob DiBenedetto, "Operation Lifesaver"
Layout: Bob DiBenedetto (details page 6)

November 21, 2021 - Division 2 Meeting, 2:30pm
VFD Social Hall, New Eagle, PA
Layouts: Mid-Mon Valley Club, Jim Braum, Susan Werner
(details page 7)

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

swerner48@yahoo.com

Bring'n'Brag

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

Submission Deadline for Oct. Flyer:
September 26, 2021

Visit us online at
keystonedivision.org



From the Super's Desk

Everyone really enjoyed the August 15 picnic/meeting at Henle Park. Great food, so many friends with our first chance to interact face-to-face, and glorious weather made it all especially enjoyable. The park location near the Norfolk Southern adds to the fun, although the

hedge is blocking a lot of the view now. The sound of trains going by did create a challenge for the business meeting. One engineer blew his horn as he went by and we all took it as a friendly greeting (we know it wasn't Jeff since he was standing beside me at the time).

After the Division meeting, several of us met with Grier Kuehn to plan which venue to use for our Jamboree in the spring. We all opted to hold it at the Robert Morris University. Grier will talk with the same person from the past Jamborees at Robert Morris University. Watch for a blast from Susan Werner as details become available.

Now, on a sour note: We are looking forward to our meeting in September, hosted by Neal Schorr. Due to the rapid increase of the Delta variant and the fact that our September meeting is planned for an indoor venue, be aware that we may have to change to a remote meeting. I will be making a decision with the help of my advisory committee as to whether or not we should meet face-to-face. I have given Dave Neff, our Regional Superintendent, a heads up. He has planned to attend our meeting to present awards to several of our members. Hopefully, we will be able to be together in person, but this pandemic might not give us a choice; member safety is imperative. I'll have Susan send out a blast if we are going to hold the meeting virtually.

... *Frank Benders*

SAVE THE DATE

There is good news regarding the 2022 Jamboree!

We have secured the venue at Robert Morris University for April 23, 2022, so **please save the date!**

More information and details will be forthcoming in the next months as we proceed with the planning process. It is our sincere hope that no further pandemic restrictions will occur. We'll keep you posted via the Keystone Flyer and the Division 2 website.

Jamboree Committee:

Grier Kuehn, Jim Sacco, and Neal Schorr

VACATION NOTICE

Your Editor will be on vacation next month and as such requested at the picnic that a **volunteer** step up to guest edit the October issue. Happily (for me anyway), Chief Clerk George Pandelios kindly offered to do this, so if you have written contributions for the next issue of the Flyer, please send them his way (contact info in the masthead) by Sunday, 26 September, so that he can include them in the October issue. Thank you!

- the Editor

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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

Tracy Boyd/Richard Terek

August 2021

The month of August found us at Henle Park in Leetsdale for our annual picnic. We had three submissions for the Passenger Car Category for Bring and Brag, all in HO scale. The results are as follows:



Tied for **First Place** were two submissions. Grier Kuehn entered his BUDD RDC-1 Commuter Train (photo above), which was originally decorated for the Reading Railroad but was re-lettered and renumbered for his own Penn Western Railroad.

The other first place winner was Jimmy Braum, who submitted his P&WV #300 Westmoreland Car (photo at right). The car was originally built for Henry Clay Frick. Jimmy started with an AHM observation car and modified it to match the prototype.



Second Place went to Bill DeFoe, who entered his Cinder Valley Railroad heavy-weight observation car (below and on the cover). He started with an undecorated Walthers car and added Scalecoat paint, decals and LED lights, as well as interior details (tables, seating, and HO scale figures).

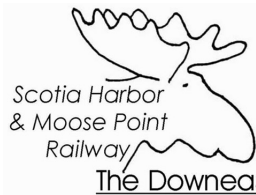


Outside of competition (i.e. for display only), George Pandelios shared this photo (right) taken on his O scale layout, depicting a 1954 scene of PRR #30, the *Spirit of St. Louis*, crossing the Ohio on its eastbound run to Harrisburg (where the train would split and head toward Washington or New York).



Name	pts	Name	pts
Grier Kuehn	18	Jimmy Braum	6
Neal Schorr	7	Arley Mitchell	2
Jim Ferguson	6	Jim Sacco	1
George Pandelios	6	Bill DeFoe	2

The October category is **Structures**. Please bring your model to the meeting and see Rich Terek and/or Tracy Boyd to enter your model. Remember: the entry deadline is AT LEAST one HALF HOUR before the meeting starts, e.g. no later than 2pm!



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The Downeast Route

Cumberland and Lake Erie Railroad



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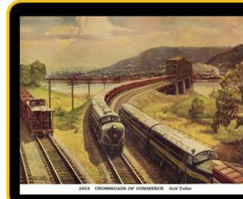
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PRR Panhandle Division



George Pandellos Chief Engineer
Member: NMRA, TCA, PRRT&HS
717.503.3192 gpandellos@verizon.net



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Keith and Janet DeVault
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(304) 276-2509 devaultkj@comcast.net



Richard H. Flock, CEO

** Rest in Peace **

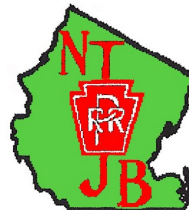
HO/HON3



Blacklog & Shade Gap Eastern Railroad

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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

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Chief Engineer John Bennett
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Fred Roney, President
fredron@zoominternet.net



FORKS RIDGE RAILWAY

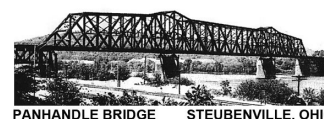


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Route of the Whitetail

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15 LAYOUTS AND GROWING
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CONTACT
JOEL EVERLY
(740) 282-9854
NEW MEMBERS WELCOME

OHIO RIVER NORTHERN RAILWAY CLUB

August 17, 2021 Business Meeting

Superintendent Frank Benders opened the August general division meeting at 2:31 PM.

He thanked John Gallagher for arranging the use of Henle Park with the Leetsdale Borough. Keith DeVault also publicly thanked Andy Blenko, Tricia Blenko, and Bob DiBenedetto for cooking the hamburgers and hotdogs.

Pass the Hat: For the first time in over a year, a physical hat was passed.

New members and/or guests: Frank recognized new members Dave Kitch (an N scale modeler) and Bruce Butt (an HO modeler). Welcome!

Andy Blenko proposed accepting the minutes of the June meeting as published in *Keystone Flyer* online. Dennis Vaccaro seconded the motion which was approved unanimously by acclamation.

Committee Reports:

Flyer: Patrick Altdorfer reported that the *Keystone Flyer* will be published in early September with the submission deadline for the next issue being a week from today at midnight. He asked for a volunteer to guest edit the October edition as he will be unavailable. George Pandelios volunteered for that duty.

Treasurer: Jeff Gregg reported that the division is solvent.

Programs: Andy Blenko reminded everyone that Neal Schorr would be hosting the September meeting, which will be held at the Marshall Township Municipal Building. Neal Schorr will also be presenting an update on his PRR Middle Division and his layout will be open prior to the meeting (12-2) for touring. Neal has requested that all persons touring his layout wear masks. Andy further noted the ORNY Bunch and Bob DiBenedetto are hosting the October meeting at Schiappa Library in Steubenville. The presentation will be on Operation Lifesaver. Andy is soliciting open layouts for viewing before and after this meeting, but as of this writing there are no updates.

Andy then announced that Susan Werner and the Mid-Mon Valley Model Railroad Club will host the November meeting at New Eagle, PA. The program will be about new member Bruce Butt's efforts to develop and market electronic layout animations and controls. Jimmy Braum will have his layout, the Wheeling & Lake Erie in HO scale open for touring.

Company Store: Susan Werner reported that the physical store is open. She has 5 books on order and is waiting for that to be fulfilled. The list of new books is available and she is prepared to take new orders for them. Please check the division website for the list of new books.

Membership/Website: Tom Gaus was not present but later gave a report to Frank. The division has 198 members at present, but Tom did not get a chance to send a polite email to dormant

members. The website is up to date; there are a few new links, including to George Pandelios' web page and to the clubs.

Free-Mo: Patrick Altdorfer reported that the July 24-25 Greenberg Show was very successful and that the collaboration with the South Hills Model Railroad Club went well. He will apply for the November Greenberg show. If you are interested in building a module, there are Free-Mo module standards. Please contact Patrick for more details.

Bring-N-Brag: Tracy Boyd was not present, but her back-up Rich Terek presented the results.

Video Library: Bud Brock was present but had no report.

Achievement Program: Dennis Vaccaro reported that he has been hearing about a lot of people working on various things, but has received no paperwork from them. He also reported that Frank at Regional had gotten back to him and accordingly presented Jimmy Braum with his Dispatcher Achievement Award.

T-Trak: Richie Jodon was not present, but Jimmy Braum reported that the Greenberg Train Show was very successful, with the group filling the assigned space with 30+ modules. He recognized the help of volunteers and reported that the show was more crowded than most shows. He thanked everyone for attending and wants to repeat the experience again next year.

MCR 2023 Convention: Keith DeVault reported that he, Frank Benders, Steve Ross, Jim Sacco and Grier Kuhn toured the Cranberry DoubleTree hotel yesterday. They are all convinced it will far exceed the GreenTree hotel as a venue.

Old Business: The only old business was the matter of the next 3 meetings, which was resolved earlier in the afternoon.

New Business: Jimmy Braum reported that the Division's Facebook page has become archived because of lack of activity and the absence of a moderator. He volunteered to take over its maintenance. That was approved by acclamation.

Concerns & Questions: Susan reported that she is trying to reach Scott Catalano and requested assistance from the membership. If you know how to reach this person, please contact Susan.

Susan also announced that she has been placed in charge of recruiting volunteers for the September 2024 National Narrow Gauge Convention that will be held in Pittsburgh. Despite it being 3 years from now, she is looking for volunteers. Each volunteer will be given a free 1-day pass and a T-shirt. Please contact Susan if you are interested.

For the Good of the Division: George Pandelios reported that the 2nd installment of his 5-part series "Pour Me A River" was published in the September / October issue of *O Scale Trains* magazine (now on newsstands). The series describes the pouring of the 8' wide Ohio River and all the preparatory / scenery work on his PRR Panhandle Division.

The meeting was adjourned at 2:52 PM.



MEETING TIMETABLE

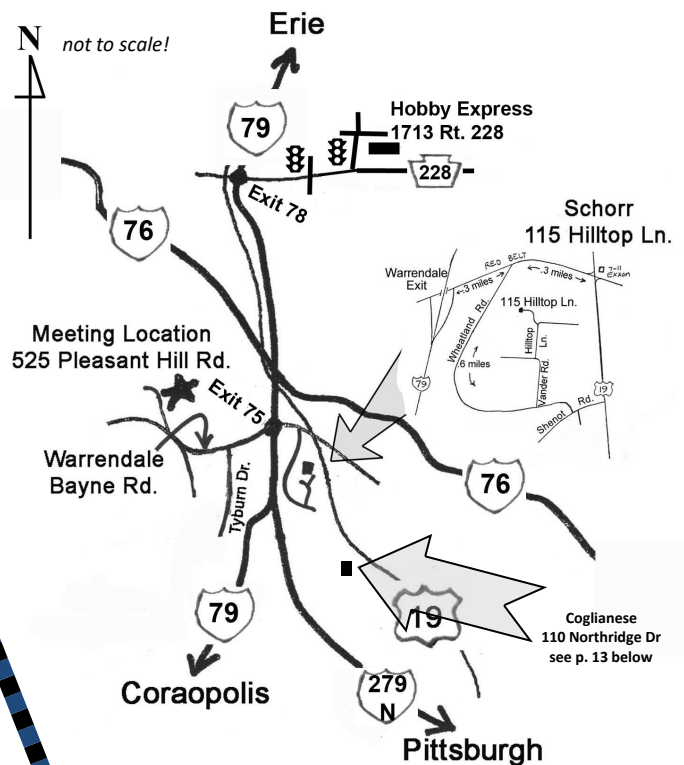
September 19: Wexford, PA | “Capturing the Commonwealth”

Our September meeting will be hosted at the Marshall Township Municipal Building, which Neal Schorr has again coordinated for us. After the meeting, Neal will present “Capturing the Commonwealth,” his clinic that focuses on how he accurately reproduced PRR’s Middle Division across central Pennsylvania as well as providing an update on the progress he made on the railroad during the pandemic. The presentation will explain how both an understanding of the topography and geology of the region as well knowledge about the physical plant of the railroad were essential to his goal of accurately modeling the railroad. The clinic includes many comparison images of the prototype railroad and the model, and wraps up with an artistic segment which highlights the beautiful scenery of the region which prompted him to model the Middle Division. Before the meeting, two layouts are open for members to visit.

Dennis Coglianesese’s layout (110 Northridge Drive, Pittsburgh, PA 15237; about 17 minutes south of Schorr residence via US-19) will open at **10am** and remain open until 1:45pm. Dennis’s Pacific Central is an HO scale railroad set in 1950s northern California; you can read more details on page 13 below.

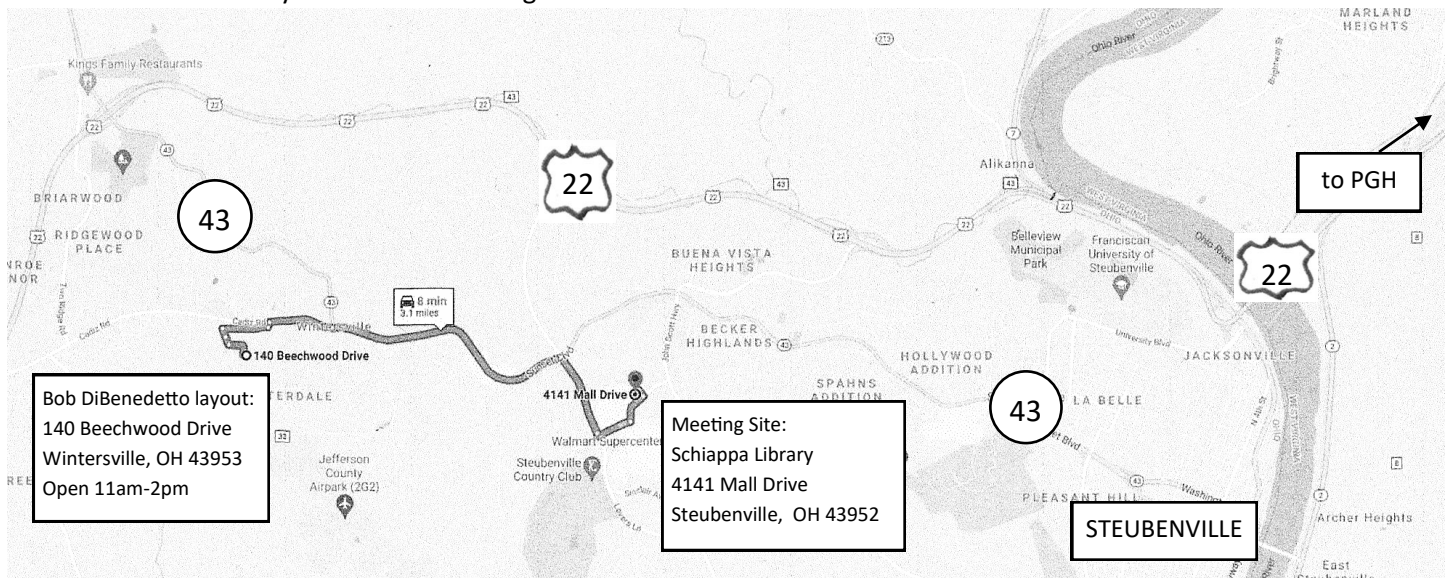
Neal Schorr’s layout (115 Hilltop Lane, Wexford, PA 15090) will open at **12 noon** and will **close promptly at 2 PM** so Neal can set up the clinic at the Marshall Township Municipal building (5-10 minutes away). He will reopen the layout after the meeting to those who were unable to see it earlier. Note: Hilltop Lane is a private road with no place to park, so please park on Vander Road and walk back to the house and down the driveway.

The meeting site is the Marshall Township Municipal Building (located at 525 Pleasant Hill Road, Wexford, PA 15090) and is roughly five minutes from Neal’s house. It will be open from 1:30pm. The entrance to the meeting room is on the lower level from the rear parking lot.



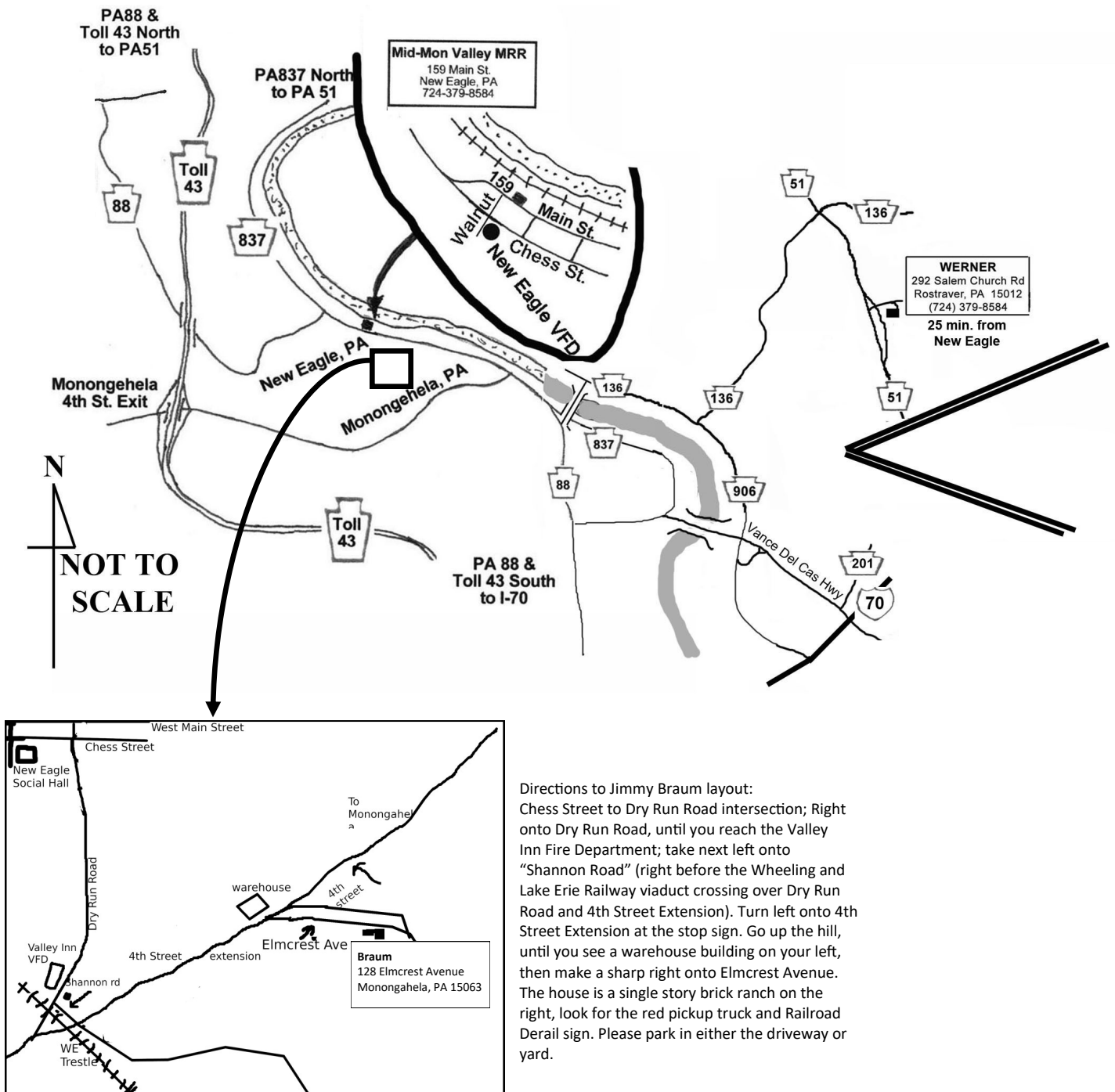
October 17: Steubenville, OH | “Operation Lifesaver”

Our October meeting will be hosted at the Schiappa Library, a site which Bob DiBenedetto has again coordinated for us. We last met at this location in September 2019, and it was a good venue. After the meeting, Bob will present a program on the railroad safety program “Operation Lifesaver.” His layout will be open before the meeting, from 11am until 2pm. See the map below for general orientation, but (as always) use GPS for driving details and bear in mind that the drive time between Bob’s layout and the meeting site is about 10 minutes.



November 21: New Eagle, PA | Program TBA

Our last meeting of 2021 will be hosted by the Mid-Mon Valley Model RR Club at the New Eagle VFW Social Hall (156 Chess Street, New Eagle, PA 15067), which Susan Werner has organized for us. The post-meeting program is yet to be determined. Layouts that will be open before the meeting include the Mid-Mon Valley Model RR Club (159 Main Street), as well as the home layouts of Susan (10am-1:30pm) and Jimmy Braum (11am-1:30pm).



Directions to Jimmy Braum layout:
 Chess Street to Dry Run Road intersection; Right onto Dry Run Road, until you reach the Valley Inn Fire Department; take next left onto "Shannon Road" (right before the Wheeling and Lake Erie Railway viaduct crossing over Dry Run Road and 4th Street Extension). Turn left onto 4th Street Extension at the stop sign. Go up the hill, until you see a warehouse building on your left, then make a sharp right onto Elmcrest Avenue. The house is a single story brick ranch on the right, look for the red pickup truck and Railroad Derail sign. Please park in either the driveway or yard.

Wanted:

Superb locomotive painter to apply Weirton Steel 1950's livery to O scale Alco S-2 switcher. Please contact George Pandelios – 717-503-3192.

For Sale:

Unopened (sealed) Seuthe Universal Smoke generator #117. This is a smoking chimney for HO models. MSRP is \$19.95. Your price is \$10.00. Please contact George Pandelios – 717-503-3192.

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



NEXT MEETING:
 Marshall Township Municipal Bldg., September 19

 <p>Mon Valley Railroad Historical Society Mountaineer Mall 5000 Greenbag Road, Unit D-13 Morgantown, WV 26501 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 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 www.ohiovalleylines.org info@ohiovalleylines.org Open Every Monday 7:30PM – 10:00PM Memberships available!!</p>
<p>All aspects of "S": • Scale • Narrow Gauge • Hirail • American Flyer 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  Visitors Welcome</p> <p>Worknights: Tuesdays 7:30 www.bcmrr.railfan.net</p> 

T-TRAK: What is it, and Why?

By Jim Braum

Let me introduce myself to those who haven't met me. My name is Jim Braum, I am 29 years old, and my primary modeling interest is the modern era "Wheeling & Lake Erie" (1990-present) in HO scale. I am the Co-Chair of the Division 2 Mid Central Region T-Trak program. "Why are you a co-chair for the T-Trak program?" is probably in your heads right about now; let me explain.

T-Trak is a form of modular railroading, perfect for those just coming into the hobby. T-Trak uses N scale Kato Unitrack, for both electrical connections and for joining modules together. The snap feature of Unitrack holds the modules together for an event. One only has to use a spatula or similar tool to disconnect Unitrack. The modules are easy to transport as well, due to their light-weight build.



Before 2017, I had never even seriously seen any attraction to N scale, much less the T-Trak setup. That changed when I saw the N scale modules from Esther's hobby shop in Millvale, PA. I was amazed at the quality of the work, the detail involved, AND the amount of detail/track one can get into a small space. It was a 2017 Division 2 meeting in Morgantown that brought the idea of T-Trak to my (and several other Division members') attention. I was fascinated by the concept, and how simple it was: the idea of modules requiring minimal wiring, no legs to support it, and how much one could fit into the small space.

T-Trak got started in Japan, due to the limited space in homes and the rare existence of basements. My understanding, via the Facebook T-Trak group, Model Railroader articles and such, is that T-Trak is well received by the younger generation, who don't have the space or income to build the "Dream Layout" that many of us wish we could have. The T-Trak concept is simple. There are standards available, and several different standard size modules are available. The most common are singles, doubles, triples, quads and corner pieces. I will go into the details about these below.



In 2019, T-trak seemed to be the most popular form of the hobby for young kids (10-18), and those young at heart. At the national NMRA convention in 2019, I believe there was a setup of 200-300 modules, from modelers all across the country, and planet. So the interest is there, and now on to the details.

T-Trak modules can be as small as a single (12" x 12") box, or they can be longer: for example, a double would be 24" long, a triple 36" long, etc. There are a few companies that build the kits for all types of modules, or you can build them from scratch (based on the standards published on the NMRA Division 2 T-Trak Facebook page). Personally, I have six modules now: two custom length triples, two singles, and a double from CMR. I am a fan of the CMR kits myself, as they are simple to follow and go together with little effort.

Photos by Jimmy Braum

Now we move on to track. The standard is Kato Unitrack, but advanced modelers have built theirs with Atlas flex track. After experimenting with both, the Kato Unitrack is less headache-inducing than flex track can be. The standards list the number of the track you need, but you need two long pieces and two short pieces. Power runs through the rails. The only potential wiring you may need is a “Track Bus” that feeds both mainlines, with the rails carrying the current and the power flowing through each module by the track pieces locking together at each end of the module. Modules may be built to feature power pickups, or “unplugged”, since the power is carried between modules. One thing to keep in mind is that any additional accessories (animations, lights, etc.) should not be run off the mainline power and must be wired to a separate power source (via an “accessory bus” — separate wiring that carries current for the “extra” electronic doodads.



These modules can and will let your creativity fly. As I said above, I model modern era in HO scale. but with the T-Trak, I have been able to successfully model my second favorite time period for the railroading industry and with a predecessor of the Wheeling & Lake Erie. My N scale T-Trak motive power and rolling stock is 1960s Norfolk & Western themed, in the mountains of West Virginia. I also have been able to add a Pittsburgh & West Virginia Railway consist, and a modern era Amtrak consist to my collection for shows. I can swap out the train I want to operate, to what would attract more attention from the crowds.

While I like to keep mine realistic, these modules can produce the coolest (and craziest) things one would never do on a home layout. From searches on the internet and Facebook posts, I have seen a NASCAR race themed module (with an actual race going on!), and massive cityscapes and trailer parks being hit by a functional tornado! I have even seen realistic rail yards, and I even believe we had a LEGO themed one, when Boardman, Ohio had their narrow gauge show. So the possibilities are only limited to your budget and your imagination.

For example, at the recent Greenberg show the weekend of July 24-25, we had several guests join us to display their diverse T-Trak modules. We were allotted a space of 20' x 24', which we filled with 10 tables and more than 30 modules. Todd Blose of Fairfax, VA brought the “star attraction,” his two quad modules of the Star Wars Museum. These modules were fully detailed and illuminated with LED buttons for the audience to push. Dale Vilsack brought his two double junction and a single airport with a speedometer to indicate how fast trains were traveling on the tracks. Jim Hofer brought his single garage, country setting and a couple of corners; Dennis Vaccaro brought his “T” junction, crop circle field and balloon loop; Mike DeSensi brought his Santa Fe station, a city scene, and a 2' x 4' layout he entered in the Walthers Competition; and I brought my Swift trucking accident module (the famed “can opener” low clearance bridge). Jerry and Mike Metting were first time attendees, and Raymond Helster also came out to volunteer on Saturday. We all had a great time with it!

“Where does one find more information?” There are several Facebook pages for T-Trak, start with the main page by searching for “T-Trak;” this Facebook page has members from around the world. For those who aren't on Facebook, the Mid Central Region has a page on T-Trak on its website as well.

To summarize T-Trak in a few words, it is simply N scale model railroading on modules set up on tables. It is a great diving board into the world of model railroading, or a great side project for anyone who needs a break from their primary goals. It is simple to build, and when it runs, it is extremely enjoyable. One can meet fellow modelers from across the division, state, country, or even planet. So why not pick up a kit, and join in?

Jim Braum,
Co-Chair, Division 2 MCR T-Trak group



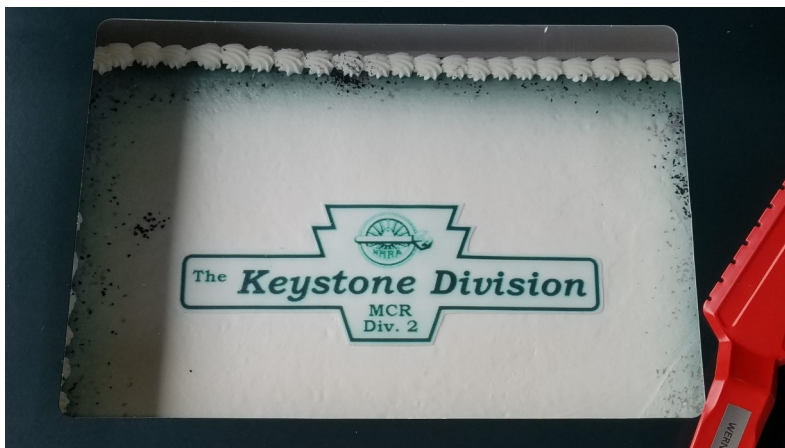
Picnic Scenes—August 15, 2021



Despite its start with a few raindrops, the day turned out perfect for our return to in-person meetings and to our annual picnic, after our pandemic hiatus last year. It was good to see one another again in person, in the great outdoors, against the backdrop of the sweet sounds and smells of Norfolk Southern diesels passing by across highway PA-65, blowing their horns.

You can see from the photo above that there was a nice turnout, and that some of us have learned to sleep with our eyes open or even standing! (Kidding aside, it was a little hard to hear everything that was said, due to the aforementioned attention hogs of the NS....)

The food was great (special thanks to Andy, Tricia, and Bob for grill duty!), and thank you also to everyone who brought something to share. Susan picked up this great cake, and in



the other photo you can see how many of us (1) favor chocolate cake; (2) avoided cutting into our precious logo (until that was the only thing that separated our mouths from the cake beneath it).



Jimmy Braum (right) was awarded an AP certificate for Chief Dispatcher, con-

gratulations Jimmy! His layout will be open before the November meeting in New Eagle, PA, so keep that in mind (details page 7).

If you missed out on the picnic, please try to come next year. It had been a few years since I have been able to attend this particular Division 2 event, so I was very happy that I could make it this year and I look forward to it again in the future.



Photos by Patrick Altdorfer



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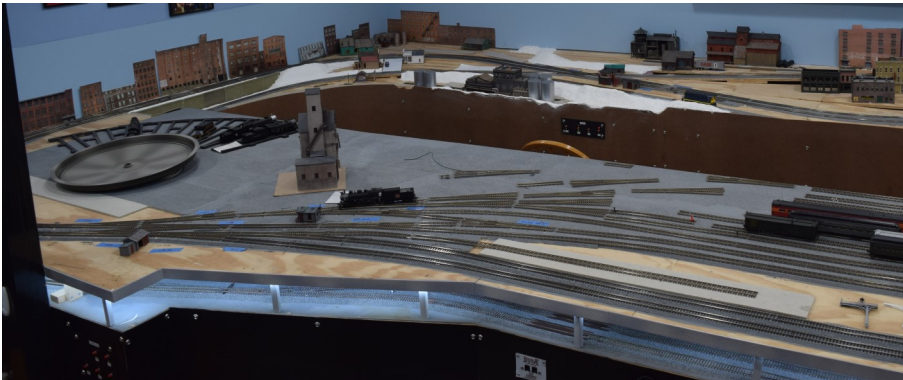


Dennis Cognialese: Pacific Central Railroad

This is the second version of the Pacific Central Railroad. It is an HO proto-freelanced railroad located in Northern California during the 1950s. The concept is an SP/ATSF jointly owned subsidiary like the Northwestern Pacific, so we'll have lots of SP trains interchanging with Pacific Central traffic. The main yard functions as a junction between the Pacific Central and Southern Pacific, and it features a turntable and steam service facilities. There is a large cement plant and waterfront scene as well as agricultural and petroleum industries for on line switching. We have significant passenger traffic to keep the operators on their toes.



The layout was started just over 5 years ago and we celebrated our Golden Spike in November 2019 (picture below). We're using Digitrax DCC for control and RR-Circuits products for block detection, signals and switch controls. The layout features large hidden staging yards with minimum vertical clearance, which were accomplished with some innovative support solutions and train location detection. The layout is largely unscenicked, but



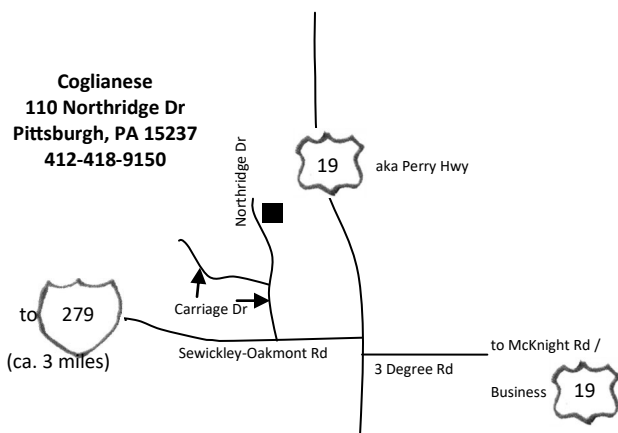
some areas are showing signs of development. I've also got some of Don Cassler's structures on the layout, including a fertilizer plant (I believe this was his last scratch-built structure) and the cement plant. We are currently working on the main yard and industrial trackage, but we do not have pictures yet. Also, we are working out the operating scheme, using JMRI for operations.

I've been very fortunate to have many Keystone Division members help with the construction. I was on Don Cassler's crew, and when we had to take down his layout, they asked if they could come and work on mine! Talk about luck! From Don's crew I have Mark Vinski, Keith DeVault, Gary Deavers and Bob Meier, but non-Keystone Members were part of that crew and have joined the fun. Along the way, I've had Ken Hanawalt (also making 3-D prints of SP Cantilever Signal bridges) and Tom Fromer and Jim Ferguson doing some structures. And now Jim Kurbanic has joined the fray! I



got an all-star team when I was in the minor leagues!

Photos by Dennis Cognialese



Driving Directions:

Dennis is about 3.3 miles from 279 North. Take Exit 8 (Camp Horne Road), keep right to take the ramp toward Perrysville. Camp Horne Road becomes Lowries Run Road, Keep left at the fork to continue on Lowries Run Road, which becomes Rochester Road. Turn right onto Sewickley-Oakmont Road. Take the 2nd left onto Carriage Drive; stay slight right to continue onto Northridge Drive; 110 NORTHRIDGE DRIVE s on the right hand side.

From US-19 (aka Perry Highway), turn onto Sewickley-Oakmont Road, take the 2nd right onto Carriage Drive; stay slight right to continue onto Northridge Drive; 110 NORTHRIDGE DRIVE s on the right hand side.

It is a ca. 17 minute drive to Neal Schorr's home, so if you plan to see both layouts, be sure to take that into account.