



# SILVER JUBILEE

## BRISTOL MODEL RAILWAY EXHIBITION 1993

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BRITAIN'S LARGEST MODEL RAILWAY EXHIBITION

Friday	April 30th	2pm - 8pm
Saturday	May 1st	10am - 7pm
Sunday	May 2nd	10am - 7pm
Monday	May 3rd	10am - 5pm

**BRISTOL EXHIBITION CENTRE,  
CANON'S ROAD, CITY CENTRE**

Layouts, Trade Stands, Preservation Societies,  
Demonstrations,  
Licensed Bar, Snacks,  
Restaurant.



ADVANCE TICKETS (PARTY RATES) -  
ADULT £4.50, CHILD/O.A.P. £2.50 (TWO CHILDREN (5-14)  
ADMITTED FREE WITH EVERY ADULT).  
S.A.E. & CHEQUES MADE PAYABLE TO:  
BRISTOL MODEL RAILWAY EXHIBITION, c/o 42 PORTREEVE CLOSE,  
LLANTRISANT, MID GLAMORGAN. CF7 8DW. CLOSING DATE: 25th APRIL 1993

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# MILTON KEYNES MODEL RAILWAY SOCIETY NEWS

No. 14

MAY 1993



Seen in America - see Rod Pearsons report

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Telephone: 0908 376750.

## The Model Railway Club



will be presenting the



### 68TH INTERNATIONAL

# MODEL RAILWAY EXHIBITION

## IMREX 93

### AT EASTER

Saturday 10th April —  
Wednesday 14th April 1993

at

The Royal Horticultural Society's Halls  
Vincent Square, London SW1

### Note the dates now

Admission	At Door	Advance	Advance bookings with SAE from:
Adult	£7.00	£4.75	Hobby Publicity Ltd. (Dept AA)
Child/OAP	£3.00	£2.50	Keen House, 4 Calshot Street
Family	£15.00	£13.00	London N1 9DA

## MILTON KEYNES MODEL RAILWAY SOCIETY

The club was formed in 1969 and is an Associate Member of The Model Railway Club and a Member of The Chiltern Model Railway Association.

<b>President:</b>	Jim Wood	<b>Secretary:</b>	Chris Hughes	<b>Committee:</b>	Geoff Bell
<b>Vice President:</b>	Les Wood	<b>Treasurer:</b>	Gordon Etherington		Fred Collins
<b>Chairman:</b>	Dennis Lovett	<b>CMRA Rep:</b>	Eric Bowman		Colin Catley
<b>Vice Chairman:</b>	John Symons	<b>Librarian:</b>	Mark Wilson		Chris Garner

Multi-skilled and multi-gauged!

The current "in word" in many industries at the present time is "multi-skilling". In these recessionary and somewhat depressing times, employees who are capable of doing a wide range of jobs stand a far better chance of surviving than someone who does not. This is nothing new however, in the world of model railways, for good modellers have been multiskilled for years, as carpenters, tracklayers, scenery builders, loco builders, electricians etc.

I was recently asked by someone what they could do when their current project reached its conclusion. I suggested that there was plenty of outstanding work on other projects in the club room and their services would not be wasted. There is often a reluctance for club members who model in one scale, to get involved in another. This is not a good use of resources and I would hope that the skills of members can be used to the benefit of other projects.

I joined MKMRS as a OO modeller ( a poor one, I admit and the term modeller could only loosely be applied, bearing in mind my layout was little more than a Triang trainset!). I now model in 7mm scale but only because I got involved with it in the club room. It just happened. I also have quite a bit of N gauge rolling stock, but that was brought about for no other reason, than it was deemed necessary for the committee to have someone with overall responsibility. Now Chris Garner has been elected, I have handed him this task!

I would hope that our membership will become multigauged. No doubt, I shall get involved in some way with the EM project from time to time. We are not a one scale club. We never have been and hopefully never will be. Our aim is to build three first class working layouts. I hope as many of you as possible will get involved with projects that may not initially appeal to you. Geoff Bell needs your support on the O gauge. We have a lot of 7mm modellers but very few have expressed a willingness to help build our new layout. Most of the team working on it are newcomers to the scale. I look forward to seeing an increase in O gauge activity shortly!

Dennis Lovett  
Chairman.

Club Notices

Gauge O Guild Convention, 27 March

Thanks to all those who assisted with the event on 27 March. We had over 20 members on parade, which was an excellent turnout for one club. Thanks are due to Joy, Jenny, Sue, Richard and Wendy for the catering and to Fred for organising it. John Hatton did his usual excellent stint at the sink. Special thanks to Chris Garner for managing to sell three boxes of magazines during his hour on cloakroom duty!

Recent talks

Thanks to Gordon Eckersley for his talk on the Midland Main Line at the end of February and Mike Hedderley who showed us pictures of steam around the world at the end of March. Two excellent evenings were enjoyed.

Club Diary

27 April - QGM. There will be a short QGM in the club room commencing at 8pm. This will be followed by some of the Gauge O Guild slide/tape programmes. Despite being run by the Guild, the programmes are not just confined to O Gauge but cover many other scales.

Club Dinner

Our Woburn Sands venue was unable to accommodate us this year. The minimum number having been raised to 50. We are however planning a major dinner in October 1994 when we celebrate our 25th Anniversary. Full details will be announced later.

MK Swapmeet

The next Milton Keynes Swapmeet will be held on Sunday May 16 at the Woughton Centre, Rainbow Drive (off Chaffron Way, H7) from 1100 until 1530.

Rails

It is with regret that we have to record the closure on Friday 12 March, of Rails retail premises at 21 St Marys Avenue, Bletchley. We understand that Rails may continue to trade at Swapmeets.

Geoff King Models

Geoff's recent arrangement with Rails has now obviously been concluded. He will continue to trade by mail order and personal callers. Geoff provides a wide range of kits and items in both 7mm and 4mm and can be contacted on MK 318753.

ExpoEm

ExpoEm is being held at Bletchley Leisure Centre over the weekend of May 15/16. There is no official MKMRS involvement, but the show is well worth a visit.

In the Summer we had layouts in the garden, constructing embankments and cuttings. Drainpipes served as tunnels, but again dismantling over night was essential to prevent the rails from rusting. By 1938 layouts were as near to the real thing as equipment available permitted.

By 1939 fate intervened once more when war broke out. The trains were packed away and Don departed, courtesy of His Majesty, for foreign fields to campaign against enemies unknown and against whom Don held no particular grudge. The enforced 'Cook's Tour' brought its advantages and the benefits of riding on trains and trams in a variety of countries. There were impressive city stations in South Africa and Egypt where they were amused to find trains advertised at Cairo for Vienna, Paris and London! There were rides on the Palestine Railways and, most intriguing of all, was the narrow gauge railway that climbed the Lebanon Mountains from Beirut before meandering across the desert to Damascus. On to India to sample the delights of the Bombay & Baroda and the Great Indian Peninsula Railway (GIP as it is known), with its magnificent Bombay Victoria Terminus. A three day journey took Don to the Madras terminus of the Southern India Railway to the tip of India which after a short sea crossing, brought Don into contact with the Ceylon Government Railway. Don made the most of trains and trams in all the places he visited.

The war ended and Don returned home. His trains had disappeared. In a fit of compassion for the children who had no toys during the war his Mother had given them all away! "I didn't think you'd want to play trains after the war" was her comment. They would have commanded a small fortune today. For years there were no model railways. People had more important things to make than pandering to the whims of eccentrics who wanted to play trains and were deemed to be peculiar!

The intervening years were spent in buying a car, marrying Jean, raising a family and moving to Nottingham, where in those days there were four city centre stations and a very powerful LNER influence enabling him to travel up to London on the "White Rose" and "Master Cutler". It was not until the 1950's that Triang brought out its OO range. These were superb models at the time and Don built several layouts. Don was still ploughing a lonely furrow when organising the annual Bletchley Arts & Crafts Festival in the 1960's. There was no model railway exhibit so, with the help of John Symons, he persuaded a few enthusiasts to exhibit. So great was the enthusiasm that, from that one event, sprang the club that we all know. In its early days, Don and the other founder members swept, cleaned, painted and baled out water from the first basement clubroom and now, with so many younger able-bodied new members, those who were around in the early days no longer have consciences about taking a back seat and enjoying what they worked so hard for. Don's interest has reverted back to the scenic side of modelling and tramways, where a complete layout of convincing size can be constructed on one folding baseboard and the components available for building scenery have long overtaken the shoebox and glue era, and the trams that rattled the tea cups have themselves long disappeared from Birmingham's streets.

Another victim next month

## Profile

## Don Pigott

The trams rattled and clattered along the street where Don lived in the 1920s and clanged and lumbered uphill to a terminus outside Birmingham's Snow Hill station. The trams and trains would always be there. They would never change. Such was the innocence of childhood. The family went everywhere by tram or train. No-one owned a car - nor did they ever expect to, so things that ran on rails were in the blood from Day One. It was only recently that more than a hundred private railway companies had been amalgamated into the Big Four that lasted until Nationalisation. It was years before the engines and rolling stock were repainted into the colours that were familiar between the wars, and the great Birmingham stations were kaleidoscopes with trains in every conceivable (and inconceivable) colour to delight youthful years. Don was intrigued and must have driven his Father to near distraction with questions.

"Why is that engine blue?"

"It must be a Somerset & Dorset one"

"Where's that?"

"A long way away"

He was a very patient man who knew a great deal about railways, but neither knew anything about model railways. They didn't exist until one day until they stood outside the most fascinating toyshop that ever delighted the eyes of children. It stood opposite Snow Hill station, and in one of its windows a model engine, tender and two coaches were circling round on a tinplate track. It was one of the new Hornby Trains that had just come on the market. It was the most wonderful thing he had ever seen, but expensive toys were only for looking at in shop windows. Money was a commodity in short supply. In any case Don was too young to be trusted with a clockwork engine but that day, his Father with such generosity as his pocket would allow, contented him with a tinplate tram imported from Germany as part of the war reparations. Young as he was, he decided it was a frightful object. It bore little resemblance to the real thing and must have been some kind of revenge on the children of England!

In 1926 life was dramatically altered. The family moved into one of the 'homes fit for heroes' promised by the politicians during a war that had ended eight years earlier. It was situated five miles from town and amid green fields and, for my parents it was the New Jerusalem - for Don it might have been Beersheba, so remote was it from trams and trains, with only an hourly bus to town. A bus! - it didn't even run on rails! There was some compensation. That Christmas a generous Santa Claus delivered a real Hornby train set in a box. It was identical to the one in the shop window. The pattern was set. All birthday and pocket money was saved for accessories; signals, extra track, points and a level crossing - a second engine even, but stations were much too expensive. No matter, it was surprising what was produced from a few old shoe boxes, a tube of glue and a box of paints. Over the next few years, Don and his erstwhile friends with similar inclinations spent many hours with their combined train sets. The great disadvantage with O Gauge (there were no others) was that it had to be assembled on the living room floor. Settees made wonderful tunnels but the whole thing had to be dismantled at meal times.

## In the beginning (part 12)

At the June 1980 committee meeting it was reported that work was progressing on Verney Junction. The station house being built by Chris Mann was nearing completion. Tony Hill showed the full size plan for the N gauge Winslow project.

The old O gauge layout was transported to Cornwall in July where it appeared at the Truro Exhibition on 11/12 July and at the Cornish Gauge O Guild meeting on 26/27 July. This layout when no longer required was eventually donated and now resides in Cornwall on a permanent basis.

At the August committee meeting discussions revolved around the unrest on the Verney Junction project. The biggest problems were caused by incorrect back to back measurements on rolling stock wheels. The President, Jim Wood, and project leader, Gordon Shrimpton, agreed to check all rolling stock before the layouts next showing at Kettering on 20 September. It was at this exhibition that we witnessed the elderly hall steward attempt to put out a fire on the meths operated Gauge 1 layout at the back of us. This comical episode was witnessed shortly after the President exclaimed "It's getting a bit warm in here!". It certainly was! The August meeting was also pretty warm and one resignation was reluctantly accepted from a team member. There was also a debate on the Old OO Buckingham Road layout being refurbished and it was agreed this could be done by those unhappy with the Verney project. It would have to be done at our old Holne Chase HQ, where there was sufficient room for it to be erected.

The proposed September outing to the Keighley & Worth Valley Railway had to be cancelled due to lack of support.

"Boats & Trains & Planes" was the name adopted from the song, for the joint exhibition with Milton Keynes Model Society for the exhibition held on 4 October at Middleton Hall, Central Milton Keynes. The run up to the exhibition had been traumatic and difficulties had to be hurdled at regular intervals when thrown up by the Shopping Management team. Despite all the problems and there were many, 8 people every minute were admitted on Saturday and 9 every minute on Sunday.

The 1981 Club Dinner was held at Wicken Country Hotel on 24 January and proved most popular.

On the 16 March, several members visited the MK Arthritis Club and gave a talk on model railways. This was a most successful event, considering most of the audience were ladies over the age of 65!

During March, Frank Buckle was busy rewiring the Buckingham Road layout at Holne Chase. By mid-March one circuit had been completed and the trains were running again.

To be continued.

QUIZ CORNER by SAGITTARIUS

ODD ONE OUT

Who or which is the odd one out in these sequences, and why?

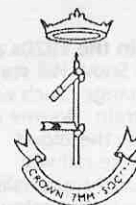
- |   |   |
|---|---|
| 1. (a) Dryslwyn Castle<br>(b) Ford Castle<br>(c) Fowey Castle<br>(d) Gloucester Castle  | 6. (a) D Jones<br>(b) D Drummond<br>(c) F G Smith<br>(d) C Cumming    |
| 2. (a) Arkwright Street<br>(b) Victoria<br>(c) Friargate<br>(d) London Road   | 7. (a) Sansovino<br>(b) Colorado<br>(c) Solario<br>(d) Crepello       |
| 3. (a) The South Staffordshire Regiment<br>(b) The Northamptonshire Regiment<br>(c) The Gloucester Regiment 28th,61st<br>(d) The Middlesex Regiment | 8. (a) A M Watkin<br>(b) R Mansell<br>(c) P Stirling                  |
| 4. (a) Princess Mary<br>(b) Princess Louise<br>(c) Princess Victoria<br>(d) Princess Beatrice   | 9. (a) Dulwich<br>(b) Epsom<br>(c) Repton<br>(d) Giggleswick          |
| 5. (a) Princes Street<br>(b) Buchanan Street<br>(c) Queen Street<br>(d) Eglinton Street   | 10. (a) M Bromley<br>(b) W Worsdell<br>(c) J Holden<br>(d) S D Holden |

Answers next month



Historical Model Railway Society

The HMRS will be using our club room on 28 April when the subject will be "Tops & Gone", covering wagon stock in the BR period. Meetings start at 7-45 and all MKMRS members are invited to attend. Eric Bowman can supply further details.



**Crown 7mm Society**

Presents  
In conjunction with the  
Gauge One Development Society

**The Fifth 'O' Gauge  
Model Railway Convention**

**Saturday 5th June 1993**

10.00 am to 5pm  
at the  
Bletchley Leisure Centre  
Princes Way, Bletchley, Milton Keynes

Featuring: Bring & Buy Stall  
A number of 'O' Gauge layouts and Gauge 1 layouts  
Trade Stands, Test Track for Gauge 1  
Modelling Demonstrations in both scales

Refreshments - Liscensed Bar - Free Parking

the RF&P on a diamond crossing, control of trains was by an interlocking plant, superseded by CTC its abandoned tower still exists. The passenger station, long since closed to passengers, was built in the early 1900's and won an award for the railroad for providing identical accommodation for blacks and whites, but of course strictly segregated. Now in use as a freight depot, a freight agent is on duty five days a week.

Arriving mid morning, I seek out the freight agent who after getting over the shock that anyone would travel 4000 miles to visit "little old Doswell", turns out to be very helpful. He tells me that freights are backed up in Alexandria's Potomac yard and also at Richmond, so it will be a busy afternoon. As is often the case in the USA there are no lineside fences so I ask if there are any restrictions as to where I can and cannot go.

"I guess not. Don't get run over and have a nice day now".

Having set up the camera I wait with anticipation. The bells start ringing on the grade crossing. Looking up the line in the direction of Washington I see a pall of smoke and what looks like a line of trailers moving by themselves. Then a headlight appears and three GP40's with a trailer train bear down on me at well over fifty miles an hour. The lead diesel roars past me and hits the diamond with a sickening crunch and rolls on to Richmond with its train in tow. Heavy freight at this speed makes an impressive sight.

EMD GP35's, GP40's and GP40-2's are the mainstay of the RF&P diesel roster. CSX units often work through but an RF&P unit must lead to as they are equipped with train control apparatus. A curious feature of RF&P operations is that odd numbered engines usually face south and even numbered engines face north.

During the afternoon I'm lucky enough to see a CSX freight cross the RF&P and catch a pair of Amtrak's remaining GE P30CH's on the Lorton (Washington) - Florida Auto Train.

Eight miles to the south of Doswell is the city of Ashland and my overnight stay at the local Holiday Inn.

Friday-Ashland. Here the tracks run down the centre of the city's main business and residential street and RF&P and Amtrak trains (moving at speeds well in excess of the local road speed of 25mph) do battle with the local traffic, no lineside fences or barriers at the crossings are situations that would not

be tolerated in our safety conscious country.

I spend the morning trying to get shots of trains without traffic and stop at Doswell again on the way back to the "Nations Capital".

Saturday morning - A short walk away from my sisters house is the Northwest Branch Regional Park which contains the National Capital Trolley Museum. The visitors' centre houses exhibits depicting the history of Washington's once extensive trolley system, known as D.C. Traction. Trolleys from around the world make a one and three quarter mile trip through the park.

That afternoon at New Carrollton I watch Amtrak trains tear along at speeds approaching 100mph on what is now called the Northeast Corridor. The former PRR main line between Washington and New York has been upgraded for speeds up to 125 mph and is now dedicated to passenger trains. All grade crossings have been eliminated and the line fenced. Freight is sent by the old Baltimore and Ohio route to Maryland and then by a network of once competing lines to New York.

Sunday - I pack, say farewell to my sister and her family and drive to Washington's Union Station. After being near derelict in the late 1970's, Union Station has been restored to its former glory and is superb.

I check in and take my place in the club car of Amtrak's 9.00am Metroliner service to New York. Promptly at 9 o'clock there's a shove in the back as Mighty Mouse's (nickname for Amtrak's diminutive Swedish designed electric AEM7 loco) 8000 horses are engaged. Exactly on schedule at 11.55am we pull into New York's Pennsylvania Station. 224 miles with five long station stops in two hours fifty five minutes. Not as fast as we expect from BR but the point to point timings are tight and require speeds in places of up to 125mph.

The afternoon quickly goes by with a visit to Liberty Island and the Statue of Liberty. I collect my bags from the station left luggage and cross the road to catch a hotel bus to JFK and my flight at 18.25 to Heathrow. There is no direct public transportation to the airport other than taxis and the hotel shuttle buses.

9.30am next day I'm sitting at my desk in the office. I'm dreaming again. Cool clear air, German beer, metre gauge 2-8-2's blasting up 1 in 30 mountain grades. I wonder if my wife would like to spend our annual holiday in the Harz mountains .....

## An 8 day Odyssey to the U.S.A

This story begins one cold and wet Monday morning in early June, 1989. Its 7.30 am and I'm sitting in my car on the M25 at the everlasting traffic queue for the Dartford Tunnel. On the car radio an advert is running for TWA.

"Fly TWA to the USA - Washington for £206 including one weeks car hire".

I dream of warm America summers; of SD40's battling against the grade at Horse Shoe Curve; Baldwin 2-8-2's simmering quietly at Rockhill Furnace in the Broad Top mountains.

Half an hour has gone by and I've moved 100 yards. Could it be true, £206 with one weeks car hire? Picking up the car phone I call TWA at Heathrow.

"This is TWA, how can I help you".

I explain to the agent that I've heard this ad on the radio, please tell me more. The agent confirms "Washington via JFK by end of June, minimum stay 7 days and car hire, collision damage waiver and taxes payable locally"

I ask what type of car?

"Sub compact".

How much to upgrade to a real car?

"Additional £30".

I say I'll be in touch.

TWA "Thankyou for calling".

Later that day I'm in my office at Saffron Walden talking to my Boss to see how much time I can get off at short notice. "One week, no more"! Upon further investigation I discover that TWA has the last flight out to JFK on a Friday night at 18.55, with a connecting flight I can be in Washington by midnight (EDT). My thoughts turn to a provisional itinerary. Depart Heathrow 18.55, arrive Washington 23.59 EDT, arrive at sisters (she lives in Silver Springs MD, about 25 miles north of Washington) by 1.00am. Saturday to recover, Sunday Strasburg Railroad, Monday/Tuesday East Broad Top and Horse Shoe Curve, Wednesday Amtrak, Thursday/Friday RF&P in Virginia, Saturday rest and trolleys, Sunday Amtrak to New York and fly home. Monday back at desk by 9.00am.

That evening with a bribe of a luxury weekend at

the Grand in Brighton later in the year, I secure permission from my long suffering wife.

by  
**ROD PEARSON**

A Friday night two weeks later finds me at the check in desk of TWA at Heathrow complete with camera bag, video camera, tripod and light travel bag. I check in, consume the required amount of alcohol to actually get on the plane and wait for the six and a half hours of misery to commence. What follows is a catalogue of disasters involving broken down planes, New York hotels and nightmarish transfers between airports courtesy of New York taxi drivers. Eventually I arrive at my sisters halfway through Saturday having had no sleep for over 36 hours.

Sunday - finds me heading north on I-95. Its 6.30 in the morning, the cruise control of the Thunderbird is set at 65mph and the temperature is 70°F.

Strasburg is set in the heart of Pennsylvania's Amish community and is home to the Strasburg Railroad and the Railroad Museum of Pennsylvania. Arriving at 9.30, I decide to visit the museum first. Opened in 1975, the exhibits are displayed in a large rolling stock hall spanning four tracks with 23 major pieces of historic motive power with associated railwayana. Outside is "The Yard" which contains 41 exhibits including a PRR GG1, a M1b mikado and a K4s pacific (the design which influenced Gresley's pacifics) along with other locomotives, railcars and coaches. Well worth the visit.

After an enjoyable two and a half hours, I cross back over the road to the Strasburg RR station and yard.

The Strasburg RR is the oldest company in the USA still working under its original charter. Chartered in 1832 it operated until 1957 when following storm damage and a suspension of services a group of enthusiasts bought the line and restored freight and passenger services in 1960.

Trains operate from the station at Strasburg four and a half miles to a junction with Amtrak's former Pennsylvania main line at Paradise. The afternoon is spent taking video along the line and I get a nice shot of a Alco 2-10-0 storming up a 1 in 50 grade after

pulling away from a passing siding.

Monday - The weather is clear and warm at Rockhill Furnace, Orbisonia PA., the terminus of the three feet gauge East Broad Top Railroad.

Once part of an extensive 3 feet gauge system, with grandiose plans to reach Pittsburgh, the present day EBT runs from Rockhill Furnace (Orbisonia) for five miles north to Colgate Grove. Elsewhere much of the original track and structure remain buried among undergrowth.

Constructed in stages from 1870 the EBT main line ran from a 'junction' with the Pennsylvania RR at Mount Union some 33 miles to Alvan with branches to Evanston, Joller, Booher and a host of other coal mine connections. The Shade Gap branch to Stanton was the result of plans to meet the Cumberland Valley RR at Cowan's Gap.

The railroad was reasonably successful but with the growth of road transport and following a coal strike in 1955 permission was sought to abandon the line, which was granted, the last train ran on March 31, 1956.

Purchased by the Kovalchick Salvage Company it was reopened as a tourist railroad on August 13, 1960 and operations have continued every summer since. Motive power is the six Mikado 2-8-2's which were acquired for freight traffic from Baldwin between 1911 and 1920, four are in working order.

The EBT shares Rockhill Furnace with the standard gauge Shade Gap Electric Railway which operates trolleys (trams) over a mile of the former Shade Gap branch. Part of the branch is used to turn EBT trains so there is an opportunity to see steam on mixed gauge track and under the wires.

An enjoyable day is had riding trains and trolleys, together with photographing and wandering around the locomotive depot, workshops and storage yards, some of which still contain the rusting hulks of hopper cars used to haul coal. However I get the feeling that things are not well with the EBT. Today as I right this story, the last remaining three feet gauge line east of the Mississippi is fighting for its very survival. That evening I leave with mixed feelings for my overnight stop at Bedford.

Tuesday - Of all the horseshoe curves in the USA and possibly the world, the most famous is Horse Shoe Curve in the Allegheny mountains on Conrail's ex Pennsylvania main line. Built in 1854 this three track main line (four until 1981) lifts Pittsburgh

bound trains 122 feet over the length of the curve as part of the 12 mile climb from Altoona to the summit at Gallitzin on an average grade of 1.85%. Pusher and helper engines are required virtually on all trains to get the merchandise over the hill. Helper engines can also be seen attached to downhill trains for additional dynamic braking.

Locomotive power includes EMD SD40's, SD40-2's, SD45-2's, SD50's, GE B36-7's and Amtrak ubiquitous F40PH's. Here can be seen over fifty freights and four Amtrak trains daily plus numerous light engine movements. I'm here to see some of them.

In 85 degree heat I climb up the 286 steps between the car park and the viewing area with the equipment plus cool box loaded with sustenance, and get the video camera set up.

In the distance the sound of heavy freight can be heard. The noise grows and three EMD SD40-2's appear around the bend, growling and sweating as they haul their TOFC (trailer on flat car) freight up the grade. With a deafening crescendo the diesels roar past me, pass behind the preserved GP9 and continue around the curve. Ninety six cars later more noise and two GE B36's and another SD40 hove into view, applying their combined 9600 horsepower to the rear of the train. This is real mountain railroading.

That evening I load up the car and bump down the lane from Horse Shoe Curve and turn onto US 220 for the 150 miles drive back to Washington. I've seen freight after freight negotiate the Curve, Amtrak's The Pennsylvanian and shot one and a half hours of tape.

Wednesday - I'm shattered! The day is spent by the pool, lazing in the sun. Amtrak is deferred to Saturday.

Thursday - The Capitol Beltway is worse than the M25, eventually I turn onto I-95 for the 90 mile trip to Doswell in Virginia and the Richmond, Fredericksburg and Potomac Railroad.

The RF&P is essentially a 114 mile bridge carrier connecting CSX and lines south to Florida at Richmond VA to CSX and lines north at Alexandria's Potomac Yard across the river from Washington. The line was built and opened in stages between 1836 to 1872 and is double track throughout with CTC operation to permit for movement in either direction on both tracks.

At Doswell, CSX's line to Clifton Forge crosses

