

Last Date to Register for Jamboree Banquet: April 10 (see p. 6)



April 2026

Vol. 68, Issue 04



Editor's Model of the Month

Rick Montgomery entered this Bachmann Spectrum HO scale model of PRR 3678, a K4 Pacific locomotive built in 1918 but which in 1941 received this streamlined casing (following cues of Henry Dreyfuss' design for the NYC Hudson) to head up "The Jeffersonian" passenger train from New York to St. Louis. Rick added the coal load to the tender and "dirtied up" the model with weathering powders; Bobbi added the plume of gray-white "smoke" (using cotton) to represent "locomotion."

Meeting Schedule

Saturday, April 18, 2026 - Model RR Jamboree
CCAC Boyce Campus
595 Beatty Road
Monroeville, PA 15146

May 17, 2026 - Division 2 Meeting, 1:30pm
Ohio Valley Lines Model Railroad Club
1225 Merchant Street
Ambridge, PA 15003

June 28, 2026 - Division 2 Meeting, 1:30pm
Marshall Township Municipal Building
525 Pleasant Hill Road
Wexford, PA 15090

Jan 18
Feb 15
Mar 15
Apr 18
May 17
Jun 28
July 19
Sep 20
Oct 18
Nov 15

Bring'n'Brag Categories

Anything Goes
Motive Power: Diesel / Electric / Traction
Motive Power: Steam
** Jamboree ** | "Extra" Contests
Freight Cars
Non-Revenue Cars (incl. Cabooses)
** Picnic ** | Vehicles
Passenger Cars
Non-Railroad Structures
Photos: Model RR and Prototype

**Submission Deadline for next *Flyer*:
April 25, 2026**

Visit us online at
keystonedivision.org

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.



From the Super's Desk

Well, this is it! This is the last Superintendent's column I will be writing. I've had the pleasure of serving as Superintendent since

May 1, 2022. Our constitution stipulates that officers can only be elected for two consecutive turns, so I will be turning this over to new leadership effective May 1, 2026.

I want to start by thanking the other members of the Keystone Division leadership, George Pandelios, Keith DeVault and Mike DeSensi with whom I've had the pleasure of serving. It has been lots of fun working with you through the years as we dealt with challenges and opportunities.

I'd also like to thank all the Committee Chairs for being the foot soldiers that work with our members to support activities.

I'd like to thank all of you for allowing me the privilege of serving in this role. I have made many new friends and had the privilege of representing the Keystone Division as part of the Mid-Central Region.

I want to congratulate the incoming leadership team of George Pandelios as Superintendent, Dominic Martinelli as Assistant Superintendent and Dennis Lippert as Chief Clerk. This is a great combination of an experienced Division leader and both long-term and newer members that will bring new perspectives.

Many of the columns I've written for this space have been about member engagement. You will get more value by engaging with other members. The leadership team has been working on new ways for our members to engage with each other starting with a new meeting format. Instead of having a business meeting alone, we have created time that allows and encourages members to interact with other members. We're also starting up the Mentor program that will provide other opportunities, outside of monthly meetings, for members to gather and share the hobby of model railroading.

Please take advantage of these opportunities. Be persistent in trying. There will be multiple ways of engaging, so don't give up if you find one that isn't right for you. There will be others. I initially struggled to "fit in" with the organization but kept trying. As a result, I've made many new friends, learned many new skills and developed new modeling perspectives. Try it! You'll like it!

Thank you, Keystone Division!

... *Dennis Coglianese*

ATTEND THE JAMBOREE!

[On-line registration](#) ends on **Friday, April 17th at 4pm;**
Last Date to reserve a [Banquet dinner](#) is **April 10th.**

Executive Officers

Superintendent
Dennis Coglianese

Assistant Superintendent
George Pandelios

Chief Clerk
Keith DeVault

Treasurer
Jeff Gregg

Line Officers & Committee Chairs

Webmaster
Tom Gaus

Membership
Ken Hanawalt

Company Store
Susan Werner

Keystone Flyer Editor
Patrick Altdorfer

Bring 'n' Brag
Dominic Martinelli

Achievement Program
Dennis Vaccaro, Chair Susan Werner, Asst. Chair

Model Railroad Jamboree
Grier Kuehn Neal Schorr

Modular Layouts
FreeMo (HO scale) T-Trak (N scale)
Rick Montgomery Richie Jodon

S-Mod (S scale)
Jim Whipple Jim Braum
Kevin Squire, Reg. Coord.

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.

March 15, 2025 Business Meeting

The meeting was called to order by Superintendent Dennis Coglianesi with 38 members in attendance at 2:30 pm at the Mon Valley Railroad Historical Society in Morgantown, WV. Pass the hat started around for the group.

Kenton Colvin, Vice President of the MVRRHs and host for this meeting thanked everyone for attending. He invited everyone to visit the 3 different scale layouts at the society.

We had 1 guest who is a member of the Mon Valley Railroad Historical Society and his name is Kevin Hugas.

Susan Werner moved and Tom Frommeyer 2nd the motion to approve the minutes of the February meeting as published in the Keystone Flyer be approved as written. The motion carried and the minutes were approved.

Superintendent Rick Zimmerman of Division 3 and the chairman of the Whistle Stop Regional Convention then gave a talk on the regional NMRA Convention in June.

Dennis thanked Assistant Superintendent George Pandelios for securing the Leetsdale location for the picnic again for no cost. There had been concern that a change in Boro personnel might require payment of a \$300 non-resident fee to rent the shelter at Henle Park. Fortunately, this has been averted and our special arrangement with the Boro has been extended

Committee Reports

Keystone Flyer: Patrick Altdorfer reported that the deadline for the April Flyer will be March 22nd.

Financial Report: Jeff Gregg stated that the division is solvent and able to meet its financial obligations. Superintendent Dennis Coglianesi spoke for Andy Blenko and stated that the convention account was also solvent.

Programs: Asst. Superintendent George Pandelios stated that the April 18th meeting will be held at CCAC Boyce Campus near Monroeville which is our annual Jamboree. The May 17th meeting will be held at Ohio Valley Lines in Ambridge. The June meeting will be held at the Marshall Township Building. Please try to attend these events. If you would like to do a program, please contact George, as he will be willing to help you in your presentation. As was previously approved, the Picnic will once again be held in Leetsdale at Henle Park on July 19th. There will be no August meeting. More details will be forthcoming at the May meeting.

Company Store: Susan Werner had no report.

Membership: Ken Hanawalt said that we have 180 active members on the roster, has seen an increase of 2 from the previous month.

Financial Oversight Committee: No report.

Website: Tom Gaus was not present but Superintendent Dennis Coglianesi reported that Tom has everything on the website.

Social Media: Jim Braum was not present but the Superintendent

stated to keep up the posts, everyone. Jim will be available for discussion about the podcast in person at the Jamboree, and he would value all constructive input.

FreeMo: Rick Montgomery would like to see more members and if you are interested, please email him.

Bring 'n' Brag: Dominic Martinelli announced that he had one entry for Steam Engines and the winner was Rick Montgomery for his K-4 Pacific. Dominic reminded everyone about the Jamboree contest so please bring your entries to the Jamboree.

Video Library: Bud Brock had no report.

T-Trak: Richie Jodon told everyone to stop at the T-Trak display here at the Train Show. They will set up next week at New Eagle. He thanked the Iron City N Scale Modelers for helping and attending the show with them today. The group is setting up at the Regional Convention in Dayton in June and will have operations opportunities for interested people.

Achievement Program: Asst. Achievement Program Chair Susan Werner gave out a Merit Award to Neal Schorr for his O Scale Judged Structure.

Jamboree: Neal Schorr, on behalf of himself and Co-Chair Grier Kuehn, reported that the event is Saturday, April 18th at CCAC Boyce Campus in Monroeville. The Website is up to date, registration is now open, so please register to attend this event. Neal announced that the usual three contests – Motive Power, Rolling Stock, and Structures – would be held along with a new fourth category of Model Photos of any layout, NOT PROTOTYPE. Neal has lined up a luncheon speaker and a Banquet speaker. Please check the website for the write up of these two gentlemen. He has 40 registrations at this time with the cutoff to get a banquet spot set for April 8th (sic: 10th -Ed.). Please register so he can contact the caterer about how many meals to prepare. George Pandelios is looking for layouts for the tour following the Jamboree on April 19. We already have 8 volunteers but are looking for more; please contact him if you are interested in participating.

Old Business - Elections were held: Tom Catalano moved and Pat Sullivan seconded, that we elect the following people by acclamation: George Pandelios as the new Superintendent, Dominic Martinelli as the Assistant Superintendent, and Dennis Lippert as the new Chief Clerk. The motion was unanimous and these three fine individuals will lead the Division starting on May 1.

New Business - Asst. Superintendent George Pandelios moved (and Mike Hohn seconded) that we move the June 21st meeting to June 28th so as not to conflict with Father's Day. The motion was approved.

Superintendent Coglianesi reminded everyone of the next meeting on April 18th, which will be during our annual Jamboree at CCAC Boyce Campus starting at 8:00 am. Please register and attend this outstanding event.

Motion to adjourn the meeting by Ken Hannawalt and seconded by Richie Jodon, carried at 3:29 pm.



At the March meeting in Morgantown, the Bring'n'Brag category was **Motive Power: Steam**. There was only one entry submitted (insert frownie face here!).

That said, the votes were unanimous! **Rick Montgomery** brought in his lightly weathered HO scale Pennsylvania streamlined K4 #3678. The streamlining was applied to this 1918 built locomotive in 1941 for hauling The Jeffersonian, an all-coach train running between New York and St. Louis. Rick explained that this is a Bachmann Specturm model, to which he applied light weathering with powders (soot, black, ash gray, and rust),



added coal to the tender, and to which Bobbie crafted the billowing smoke effect to give it the crowning touch.

Name	pts
Rick Montgomery	7
Rick Reichenbach	3
Neal Schorr	3
Jim Braum	1



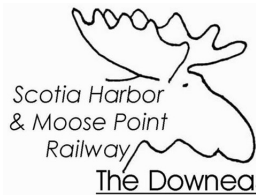
The Bring'n'Brag contest goes on hiatus in April as we celebrate the hobby at the Pittsburgh Model Railroad Jamboree, which features its own model contests, in four categories: Motive Power, Rolling Stock, Structures, and Model Photography. See details on the [Jamboree website contest page](#).

Editor's Note: Three other PRR K4s received similar streamlining in 1940 and 1941 to #3678: numbers 1120, 2665, and 5338. Interestingly, these designs (by Raymond Loewy) bore a resemblance to the Henry Dreyfuss design for the New York Central's Hudson locomotive, introduced in June 1938 to pull the "20th Century Limited" passenger train. Like the above example, Dreyfuss' cladding revealed more of the operating mechanism of the engine, presumably to ease maintenance. A few years before the above design appeared, a more extensive streamlined cladding (also designed by Loewy) was applied to K4 locomotive #3768 in February 1936 (below). He employed the "streamline moderne" design elements (which you may recognize from the City Classics structure kit "South Side Salon." among others), such as the rounded front side windows on the cab. This locomotive pulled the "Broadway Limited" train.

These streamlined steam locomotives looked sleeker and more modern than their "conventional" steam contemporaries, but with time the extensive cladding was found to impede maintenance and was consequently scaled back (as in the design above) or removed altogether, as the Second World War (particularly after US entrance into it in 1941) required that the American economy shift to a war footing, with steel and other critical resources being reallocated to military needs.



[Wikimedia Commons](#) (Public Domain)



Susan Werner, CEO
292 Salem Church Rd.
Belle Vernon, PA 15012
swerner48@yahoo.com

Cumberland and Lake Erie Railroad



"The Laurel Ridge Route"

D. E. Baker, V.P. of Operations
118 Laurlis Lane, Johnstown, PA 15904 dbakerr@aol.com



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rdemdsd40@yahoo.com



PRR Panhandle Division



George Pandelios, Chief Engineer
Member: NMRA, TCA, PRRT & HS



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Northern Division

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Robert DeBenedetto
rdemdsd40@yahoo.com
(740) 381-4595

NEW MEMBERS
WELCOME

OHIO RIVER NORTHERN RAILWAY CLUB

Your Jamboree Checklist

- Register by mail or online at www.keystonedivision.org
- Invite non-member friends to join us
- Enter one or more of the popular vote contests
- Bring items to display
- Sell items at the White Elephant Sale
- Donate new items for the raffle (bring to the March Division Two meeting)
- Bring CASH for purchases and raffle tickets (no ATM on site)

Please note: Complete up-to-date information and instructions on everything listed above can be found on the Jamboree pages of the Division Two website.

Also on the Website

- Program of the day's activities
- Schedule and detailed descriptions of all 12 clinics
- Detailed descriptions of the lunch and dinner speakers' presentations
- White Elephant Sale instructions

Jamboree Raffle

As always, this year's raffle will consist of three parts and tickets will be sold all day:

- 50/50 raffle with the winning ticket to be drawn live at 5:30 PM
- Items valued over \$50. Winning tickets posted after 4:00 PM
- Items valued over \$100. Winning tickets posted after 4:00 PM

Jamboree Special: *Silent Auction*

This year in addition to the normal raffle, we will hold a day-long "Silent Auction" for three very special items. As first mentioned in last month's Keystone Flyer, three beautiful, professionally framed, prints will be auctioned. Two were donated by NMRA Life Member Robert Kaminski and the third anonymously by a former Division 2 member. They are described and pictured below.

If you have the perfect place for one or more of them, be ready to bid. The bidding will take place throughout the day and the winning bidders will be announced at 5:30pm after the last clinics wrap up. All bidding takes place anonymously using only your Jamboree badge number. *Bring cash and good luck!*

The prints are given with dimensions (inches), and pictured left to right:

- *East Meets West*, the 1869 Golden Spike Ceremony (31w x 25h)
- *On Time*, PRR calendar painting by Grif Teller (33w x 26h)
- *The Majesty of Steam*, Pennsy K4 charcoal by Barton K. Davis (29w x 36h)



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MEETING TIMETABLE

Saturday, April 18: Model Railroad Jamboree Monroeville, PA

In April we will hold an abbreviated business meeting during the **Model Railroad Jamboree**, which returns for the third year to the Boyce Campus of CCAC (**595 Beatty Road, Monroeville, PA 15146**). More details can be found on page 9 below and online on the [Keystone Division Jamboree website](#). Twelve informative clinics, model contests, a White Elephant marketplace, and Raffles of valuable model railroading items are the highlights the event; refreshments are provided in the morning (continental breakfast) and at lunch; an optional “extra fare” Banquet featuring a Guest Speaker rounds out the day’s events. If you have not yet registered, please do so right away to help to ensure that this event is a success!



From points east or west: Take US Route 22 to Monroeville, turn north onto Haymaker Road, continue onto Beatty Road;

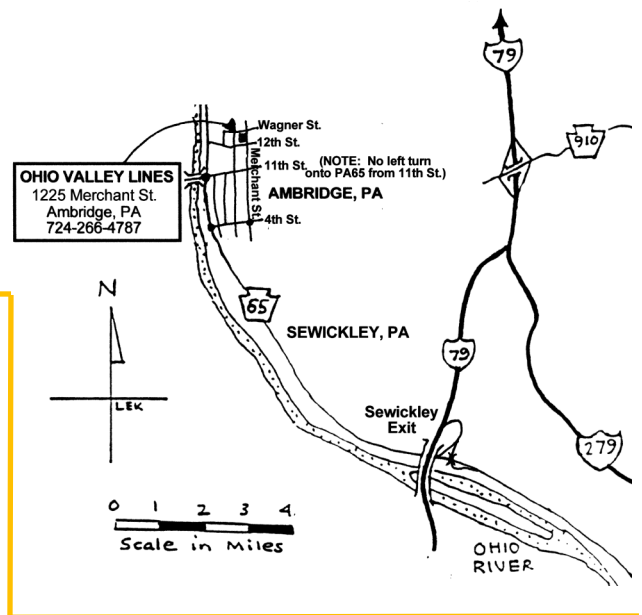
From the south: Take I-76 West to the Pittsburgh/Monroeville exit, then take US 22 East to left onto Old William Penn Highway, and turn right onto Beatty Road;

From the north/northwest: Take I-76 East to the Pittsburgh/Monroeville exit, then take US 22 West to north onto Haymaker Road, continue onto Beatty Road.

*The maps provided are for general orientation; as always, **please use a real map (or GPS) to plan your trip.***

May 17: Ambridge, PA

Our May monthly meeting will be held at the Ohio Valley Lines model railroad club (**1225 Merchant Street, Ambridge, PA 15003**). There are two wonderful layouts — one HO scale and one N scale — that will be open and operating for our enjoyment. The program for after the meeting is to be determined.














June 28: Wexford, PA

Our June monthly meeting will be held on the 4th Sunday of June — that is the Sunday after Father’s Day — at the Marshall Township Municipal Building (**525 Pleasant Hill Road, Wexford, PA 15090**). The program content for this meeting is also yet to be determined.

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



NEXT MEETING:
 Monroeville, PA: Model Railroad Jamboree, CCAC Boyce Campus, April 18

<p>Montour Railroad</p> <p>FAST FREIGHT SERVICE EMPLOYEE OWNED SINCE 1985 JEFF GREGG - PRESIDENT Phone 724-348-5855 Finleyville, PA</p> 	<p>ERIE Connecting Railroad Company</p>  <p>Richard Reichenbach - Operations Manager 162 Clearwater Drive, Ellwood City, PA 16117 Ricky759@outlook.com</p>
 <p>Mon Valley Railroad Historical Society 5000 Greenbag Road, Unit D-13 Morgantown, WV 26501</p> <p>Meeting Thursdays at 7:00 PM</p> <p>www.MVRRHS.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>FRIDAYS 7pm-2am SUNDAYS 1pm-7pm</p> <p>2209 Walnut St. McKeesport. PA mckeesportmodelrr.com</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> 

On Operation, Part 5: Structures for Operations

by Ken Hanawalt, MMR

This is one of a series of monthly columns about layout and operating system design. It is a mix of facts, opinions, and observations gathered during model railroad operation on my layout and many others. The results of our Division 2 member survey showed high interest in two strongly related areas: Operations and Structures. This column discusses how structures fit into operations design.

The aspect of operations that I (and presumably most of my operators) find most interesting is switching. Switching means delivering (dropping, spotting, or setting out) railroad cars on the tracks (sidings) where they will be processed, and picking up cars for which the process is completed. There are sidings where cars are sorted, stored, or forwarded, that offer switching opportunities without the need for structures. But the ultimate start and end destinations for all the cars moved on a railroad is the industry where the cars are loaded or unloaded, and mostly this means on a siding located at an industry next to or inside a structure. So the selection and location of structures has a big impact on operations.

In the early days of Artificial Intelligence (AI), I wrote simulation programs to generate performance data for different switching layout designs and then wrote an AI Genetic Algorithm program to analyze the results. Among the conclusions was a recommendation for the length of sidings relative to the length of the trains. From the choices offered, I decided on eight car freight trains because I could see all the cars in an eight car train when standing in my three foot aisles, eight cars seemed like enough to keep track of while switching, and the required passing track length (5 feet in HO) fit nicely into my available aisle lengths. Based on that decision, the AI program found that assigning 4 cars to each industry siding would be ideal. I didn't want the sidings to be packed full, so I have mostly used 6 car industrial siding lengths holding 4 cars each and found them to be satisfactory. The analysis showed that more or fewer cars on sidings would result in underused cars, because of sidings not visited by trains as frequently, and/or cars remaining in place over several operating sessions. The usual 6 car industrial siding length is reflected in an ideal length of about 36 inches for a modeled industry. Different lengths are used for some other kinds of sidings.

When I first came to the Pittsburgh area and wandered around on the riversides, I was really impressed by the height of the buildings and by railroad sidings that ran inside of some of the buildings. The buildings dwarfed the railroad cars that serviced them and this is the layout image that I prefer.

At the time, most available model railroad kits were for very small wood or paper structures and only a few slightly larger plastic buildings. One might have wondered if the contents of a single boxcar could fit inside some of the model buildings. In response, one of my earlier structures was a hotel, kit-bashed from five school-building kits to make a structure large enough to look realistic on a smallish traction layout. And when Carl Volkwein and I started to build the Turtle Creek Railroad (TCR) that you can visit today, we continued the practice of combining multiple kits to achieve realistically larger structures.



“Equine Adhesives” is an example of an industry that features sidings that run inside of the building.



Use building flats against the backdrop to maximize siding space on the 24 to 36” depth of your layout surface. Avoid surface depths larger than 36” to ensure you can reach everything!

But from an earlier column you may recall my recommendation that layout tables or shelves should be relatively narrow (generally not exceeding 24 inches deep) so you can reach across them for construction and maintenance and so that your operators can reach across them to access the trains. So how do we get large structures into only 24 inches or less? The answer is to put some of the tracks inside the buildings and/or to use building flats.

Consequently, while most of the buildings on the TCR are kit-bashed from multiple commercial kits, are much higher than the trains, and are about 6 freight cars in length, they are not very deep. Often they are only deep enough to hold one or two tracks inside. Sometimes they are flats, that is, only as deep as the plastic building parts are thick. This is the old idea of “selective compression” applied to structures. At a normal viewing distance, on a relatively high platform, especially when concentrating on the railroad cars being switched, the

GUEST COLUMN

lack of depth is hardly noticed. The height and width are what count.

OK, so we have an objective for the size and shape of buildings to work with operations. But what industry and businesses should we model for the best operations experience? The answer depends in part on your preferred kind of operations.

In an earlier column, I listed some operations scenarios - railfan, meets and passes, passenger, bulk materials, and peddler freight switching – your choice. But I personally think the most interesting and complex of these is the peddler. Peddler trains make multiple stops setting out and picking up multiple cars on multiple sidings, but often only one or two cars on each siding. If your structures will serve a switching layout with peddler trains, they should also be acceptable for other modes of operation, so I will address structures for peddler trains.

Most model railroads that support switching can be thought of as a collection of towns. Each town generally has a passing/ runaround track and a couple of sidings (industries). My recommendation for each town is that for each type of car in your peddler trains, there will be at least one siding where the car type can be spotted. Since we usually have more car types than we have industries at a town, I prefer industries that can take multiple car types. I also prefer to have multiple industry types at each town, and to have at least one siding at each town that can take any car type. Importantly, a siding can sometimes be placed such that the served industry is imagined to be just off the front of the table and not actually modeled. This works nicely to get destinations for extra car types and when a large structure would make it hard for an operator to see the freight cars.

To establish an operations plan you will also want to decide on an historical era and geographical area to be modeled, which in turn will guide your selection of the number and types of freight cars to operate and the type of industries at the towns. For example, you probably will not want to run both ice reefers and container flats, or stock cars and modern 80 ft boxes on the same layout. One of the most rewarding and interesting aspects of model railroading is the potential to research a time and place to model, the industries in that time and place, the products and train cars required, and the consequences for operation.

Since the TCR was largely free-lance when built, I accomplished my mix of industries in part by not being too specific about what the industries do. Examples include Hoffman Industries, Safety Controls, and Wonder Incorporated. Today, I would prefer to research industries in the time and area being modeled and select ones with the greatest variety of traffic.



Combining building flats with sidings inside of structures achieves two objectives: representing the mix of industries in Rankin, and also maximizing the minimal layout surface depth to achieve car storage.

To meet the objective that towns include at least one siding that can take any type of car, it is possible to include sidings that do not require a structure. Some of my favorites are 1) Interchange tracks – to serve a branch line or another railroad; 2) Car Ferry tracks – a water interchange; 3) Team tracks – simple tracks where trucks could pull up beside a freight car for loading or unloading; 4) Forwarding tracks – where cars are spotted so another train can move them to a final destination (perhaps in the opposite direction to avoid a facing siding); and 5) Yard tracks – where cars are sorted and where trains may start or end their runs.

In the era chosen for the TCR, the cars were mostly 40 feet. I made this choice in part to enable more cars to fit on my sidings and to accommodate more sidings at my towns. The combination of more sidings, selection of industries that take multiple car types, and moderate length cars, has resulted in a satisfactory switching layout. Many other reasonable choices are available.

The big question ahead of us in these columns is selection and implementation of a system to direct the movement of trains and cars. Now is the time to get ready for the infrastructure needed for JMRI or Car Card operations. In either approach, you will need to create some lists (spreadsheets are nice) listing all of your towns, all of the sidings at each town, and the number of cars and car types accepted on each siding. You will also need to generate a list of all of your cars, the type, road name, car number, load type, load status, and other data that you find interesting. You might as well add other information of interest for use of the list as an inventory. For additional advice on some of these issues you might want to check out the Operations Special Interest Group website at www.opsig.org.

If you have questions, or if you would like to try operation on the TCR, you may send a message to me by email at _____ . We are beginner friendly. Operation is fun and not difficult. Get the most from your Keystone Division membership by giving it a try.