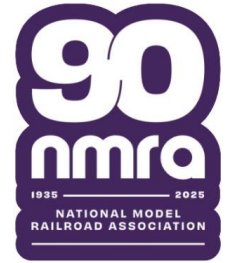
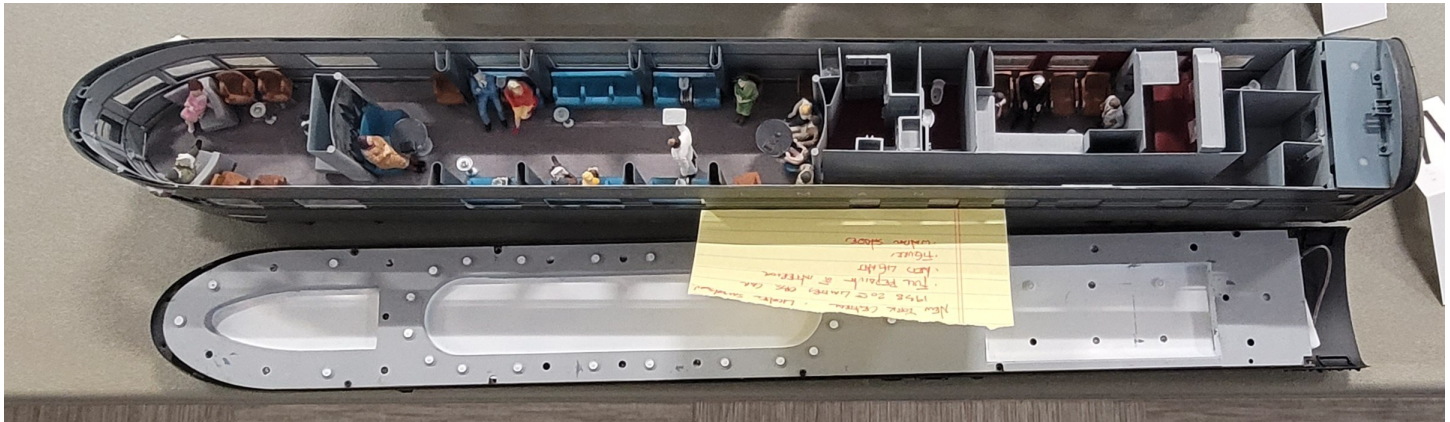


NMRA



May 2026

Vol. 68, Issue 05



Editor's Model of the Month

Erik Fritzberg entered this NYC observation car in the Jamboree contest category Rolling Stock. He painstakingly detailed the O scale model's interior with seating, tables, fixtures, lighting, and figures. More photos of his other entries, as well as those of the more than 40 entries submitted in this year's Jamboree contest's other categories (Motive Power, Structures, and the new fourth category Model Photography), can be found in the emailed and online editions of *The Keystone Flyer*, in the Jamboree Extra on pages 9-12. The four entries that won the contests are featured on page 4.

Meeting Schedule

May 17, 2026 - Division 2 Meeting, 1:30pm
Ohio Valley Lines Model Railroad Club
1225 Merchant Street
Ambridge, PA 15003
Mini-Clinic: George Pandelios, "Model Concrete"
Program: Susan Werner, "Tools, Tips, & Tricks"

June 28, 2026 - Division 2 Meeting, 1:30pm
Marshall Township Municipal Building
525 Pleasant Hill Road
Wexford, PA 15090
Program: Neal Schorr, "Modeling Realistic Houses"

July 19, 2026 - Division 2 Picnic, 12 noon
Henle Park
Ferry Street
Leetsdale, PA 15056
Meeting to be held during Picnic

Bring'n'Brag Categories

Jan 18 Anything Goes
Feb 15 Motive Power: Diesel / Electric / Traction
Mar 15 Motive Power: Steam
Apr 18 ** Jamboree ** | "Extra" Contests
May 17 Freight Cars
Jun 28 Non-Revenue Cars (incl. Cabooses)
July 19 ** Picnic ** | Vehicles
Sep 20 Passenger Cars
Oct 18 Non-Railroad Structures
Nov 15 Photos: Model RR and Prototype

Submission Deadline for next *Flyer*:
May 24, 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. Contact Susan Werner:



From the Super's Desk

The very first thing I want to do is thank Dennis Coglianesse for his exemplary service to the division. As you may recall, he became superintendent at a time of relative uncertainty. He jumped in and provided strong leadership when we needed it. He also managed the division through the Covid pandemic by organizing Zoom meetings, played a major role in the success of the 2023 Regional Convention, instituted fiscal controls for the division, and launched the membership drive.

Second, I want to thank everyone who contributed to the success of the Jamboree. Please see the list of volunteers later on page 3 of this issue. These people hit it out of the park, made money for the division, and most importantly, created an extremely enjoyable event.

Third, I want to thank you all for your faith in me. I will work hard to sustain and improve the Division for everyone.

Fourth, I want to lay out some broad goals for the division. At this point, there are two and they are pretty simple.

1) We are going to emphasize our enjoyment of the hobby of model railroading. We will continue to focus on the fun stuff – social hour, mini-clinics, intra-division clubs like T-Trak and Free-Mo, excursions, cool meeting venues, and the interactive aspects of the hobby. We are going to keep the housekeeping activities in the background as much as possible. “Model Railroading is Fun” and I want the Division to live and be seen living that philosophy.

2) We will use the emphasis on fun and sociability to help us recruit and retain members. I want non-members to see how much fun we’re having. I think it’s our biggest strength. We will be trying some new approaches and venturing into unfamiliar territories. There are plenty of younger modelers out there; we just have to find them. Once we do, I think we have a good story to tell and the Jamboree is a perfect example of that.

I have always believed in harnessing the brain-power in the room and in that vein, I want all of us in the division to look for ways to attract younger members to the hobby. Let’s see if we can find and invite others to operate on our layouts. If you can, put a throttle in that person’s hands!

And please don’t hesitate to talk to me or other division officials about your ideas for improvement.

... *George Pandelios*

Union Pacific 4014 (Big Boy) is coming east this summer... July 4th-5th in Philadelphia, but before then you might catch it in Buffalo (June 10) or Scranton (June 15-16). Details are still developing but you can follow published updates at UPSteam.com.

Executive Officers

Superintendent
George Pandelios

Assistant Superintendent
Dominic Martinelli

Chief Clerk
Dennis Lippert

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

Chair currently vacant — **VOLUNTEER TODAY!**

Achievement Program

Dennis Vaccaro, Chair

Susan Werner, Asst. Chair

Model Railroad Jamboree

Grier Kuehn

Neal Schorr

Modular Layouts

FreeMo (HO scale)
Rick Montgomery

T-Trak (N scale)
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.

April 18, 2025 Business Meeting

The pro forma meeting was called to order at our annual Jamboree at CCAC North Campus near Monroeville. We had 92 registrations to attend this conference. Superintendent Dennis Coglianesi stroked the gavel at 1:07pm, and he thanked the following people for putting on a great Jamboree: the Chairmen Neal Schorr and Grier Kuehn along with Tom Gaus as Registrar and Rob Twigger in charge of the Raffle and Door Prizes.

Patrick Altdorfer spoke as committee chair of the Keystone Flyer that submissions should be in his hand no later than April 26th.

No other committee reports were given.

Superintendent Coglianesi introduced the following people as the new leadership of the division: George Pandelios as Superintendent, Dominic Martinelli as Assistant Superintendent, and Dennis

Lippert as the new Chief Clerk. They will assume leadership as of May 1, 2026.

Superintendent Coglianesi thanked everyone for the past 4 years as your superintendent.

The next meeting of the division will be held on May 17th at the Ohio Valley Lines in Ambridge.

I would like to thank all of you for letting me your chief clerk, it has been an honor to record the minutes.

Motion by Dennis Lippert and seconded by George Pandelios to adjourn the meeting at 1:12 pm.



Mid-Central Region Convention: Whistle-Stop Dayton, June 4 – 7, 2026

These annual events are a great opportunity to visit and operate on layouts that are not in “our” neighborhood, have a chance to meet other modelers that are not in “our” neighborhood, learn new skills and obtain new information from clinics presented by modelers not in “our” neighborhood. Our division hosted this convention in 2023 and we hosted 200 modelers.

These conventions are held for the benefit of NMRA members and are worth your time and effort to attend. Attending a gathering like this is a shot of enthusiasm for your modeling. Besides the formal activities, there is lots of time to mix with other modelers and exchanging ideas.

I invite you to take the time to attend this event. We will try to arrange carpools for any member that would like to go but who doesn't want to drive. Just contact me and I'll help you get there so you can enjoy the benefits!

Come and join the party!

Dennis Coglianesi

Call for T-Trak Modules for MCR Convention

Hello Everyone, the time is fast approaching, and our MCR convention in Dayton will be here before we know it! If you are attending, and you have a T-TRAK module or two you would be willing to bring along, we would LOVE to have you in the layout. We have a lot of space, and we are planning on running some operations on the layout (so you don't even have to leave the hotel to play with trains!!!)

Please let me know, it promises to be a good time!

Kevin Squire _____

JAMBOREE COMMITTEE

Co-Chairs - Grier Kuehn, Neal Schorr

Registration - Tom Gaus, Jeff Gregg, Laura Jodon

Treasurer - Andy Blenko

White Elephant Sales - Janet DeVault, Susan Werner

Raffle & Door Prizes - Rob Twigger, Vinny Kaplack, Grier Kuehn

Promotional Flyer - George Pandelios

Company Store - Susan Werner

Contests - Dominic Martinelli

Audio Visual - Dennis Lippert

Food Assistance - Dennis Coglianesi, Rick Reichenbach

T-Trak - Tom Catalano, Kevin Squire, Mike DeSensi, Richie Jodon

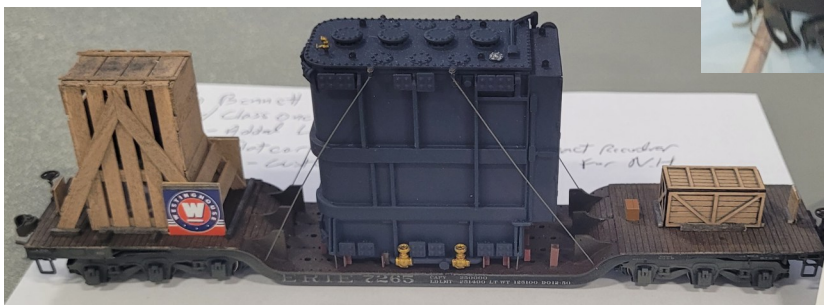
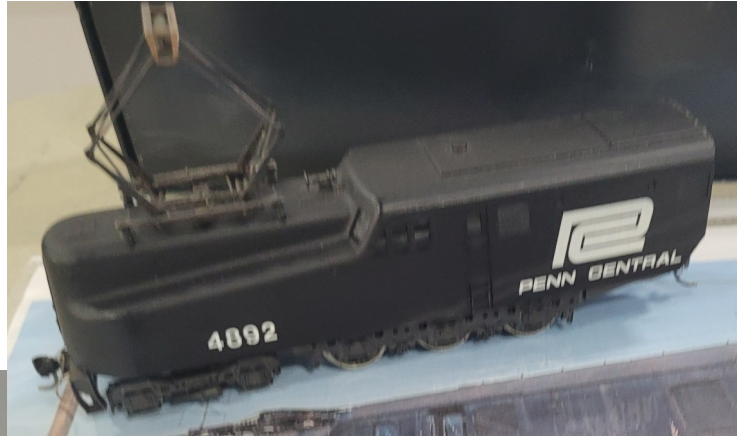
The Pittsburgh S-Gaugers - Jon Knox, Jim Whipple

Sunday Layout Tours - George Pandelios

Security & General Assistance - Bob DiBenedetto, Ray Helster, Larry Wilming, Bruce Lightcap, Arley Mitchell, Steve Ross, Rick Reichenbach, George Pandelios, Bob Dengler

At the **Pittsburgh Model Railroad Jamboree**, we pause our monthly Bring 'n' Brag contest to share our modeling efforts in a competition covering four categories. Three are regularly held at each Jamboree — **Motive Power**, **Rolling Stock**, and **Structures** — while a fourth category changes each year, with this year being **Model Photography** (not prototype). We are, after all, a *model* railroading organization! Much to our delight, we had many more entries this year than last, and entries of such high caliber, that it made the popular vote decision that much more difficult for attendees. The four winning entries (all HO scale) are shown on this page, and pictures of additional entries can be seen on the cover and in the “extra” pages available in the online (or e-mailed) version of this issue of *The Keystone Flyer*.

In **Motive Power** (15 entries), **Gary Strelick** entered his “GG 1/2 snowblower,” made by cutting down a GG1 locomotive (as the PRR did in the 1960s with wrecked GG1 #4846, adding snowblowing equipment to the chopped end). This MOW equipment operated into the Conrail era mainly at the Wilmington Shops to clear snow and ice from the yard.



In **Rolling Stock** (17 entries), **Rob Bennett** entered his Erie RR depressed flatcar, to which he added vertical end braces, left over welded material on the deck, lifting lugs, crate and bushing box, dunnage, signage, impact recorder, as well as transformer load and the historic Westinghouse logo.

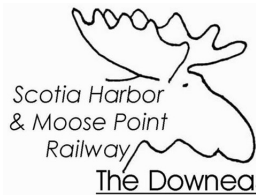
In **Structures** (7 entries), **Michael Hohn** won for his HO scale model/diorama of the Genesee Farm Supply shop and silos.



In **Model Photography** (8 entries), **Keith Devault** won for his photograph of four F units pulling a manifest freight train on the late Don Cassler’s model railroad, the Baltimore & Ohio’s M&K division.

Photos taken by Dominic of the other excellent entries in each category begin on page 9 online.

The Bring 'n' Brag contest for the May meeting will be on the topic of **Freight Cars**. Please remember that your model must be submitted no later than 2pm in order to be entered in the contest, so be sure to submit your entry as soon as you arrive. This should be easy since we have been starting our gatherings at 1:30pm for a Social Hour before the actual business meeting begins. **NOTE: WE ARE SEEKING A NEW BRING 'N' BRAG CHAIR! VOLUNTEERS PLEASE STEP FORWARD!**



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

Cumberland and Lake Erie Railroad



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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 Pandellos, Chief Engineer
Member: NMRA, TCA, PRRT&HS



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Kathleen A. Nastase - Train Wifey ... R.I.P.
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Woodbury, PA 16695
Gumby15921@gmail.com

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Whitetail

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15 LAYOUTS AND GROWING
N-HO-O-G



PANHANDLE BRIDGE STEUBENVILLE, OHIO

Contact:

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

NEW MEMBERS WELCOME

OHIO RIVER NORTHERN RAILWAY CLUB

2026 JAMBOREE WRAP-UP

The 2026 Jamboree is in the books and we can report it was a complete success. We are pleased the attendance exceeded last year's and thank all 100 who enjoyed a twelve-hour day of activities.

We want to thank everyone involved in making it a great day...all attendees, the 12 clinicians, the two lunch and banquet speakers as well as all the volunteers whose names appeared in the program. Additional thanks go out to those who set up displays and layouts. The contest tables were jammed full of wonderful entries which made voting for the winners difficult. And as always, the Company Store and White Elephant tables were loaded with quality items to purchase.

Lastly, the Raffles, Silent Auction and Door Prizes were highly successful thanks to the incredible volume of donations from vendors, but primarily from our members. Their names were also printed in the program.

Did we forget anything or anyone? We hope not.

Your Jamboree Committee

Mitch Dakelman presented the 1960 UP publicity film "Last of the Giants" on the Big Boy locomotive at lunchtime, in addition to presenting a clinic on Pittsburgh rail history.



At the Banquet, Kevin Yackmack presented "Painting History," a program on his inspiration, artistic techniques, and subjects of railway and industrial history.



An impressive 45+ entries were submitted to the four model contests — that's almost one for every two attendees! Photos of most of the entries are on the next page.



Janet Devault once again oversaw the White Elephant Sale, which helps to raise money for Division Two and its activities, including hosting this (almost) annual event.



As his swansong as Bring 'n' Brag Chair, incoming Asst. Superintendent Dominic Martinelli presented the awards for model contest winners (from left, counterclockwise): **Mike Hohn** (Structures), **Rob Bennett** (Rolling Stock), **Keith Devault** (Model Photography), and **Gary Strelick** (Motive Power, not pictured).



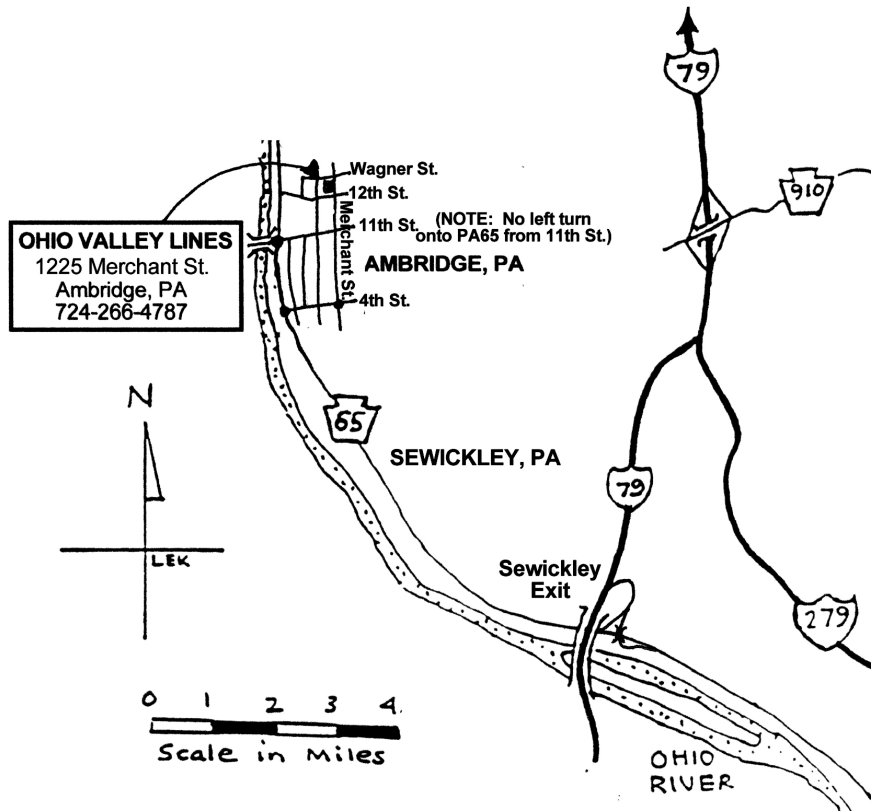
Congratulations to **Rick Montgomery**, who has now won **Modeler of the Year** for the third year running, on the strength of his standings in the Bring 'n' Brag modeling contests held at our regular meetings.



MEETING TIMETABLE

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. During the Social Hour (1:30-2:30pm), George Pandelios will present a Mini-Clinic on modeling concrete. After the business meeting, Susan Werner will present a program she describes as “Tools I have made to make model railroading easier and tips and tricks I have learned on the way.”



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

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). After the meeting, Neal Schorr will present a clinic entitled “How to Model Realistic Houses on Your Layout,” in which he will show you techniques to both kitbash and scratchbuild models of homes that are highly realistic. This includes homes common in the real world but that are seldom modeled. It covers topics such as how to modernize century old frame homes as they would appear in today’s world as well as more modern homes. Also included are techniques for including integral garages which postwar homes in our part of the country often have yet are rarely seen on model railroads. This presentation is relevant to all scales.



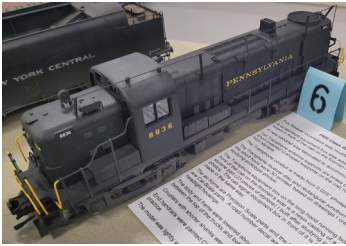
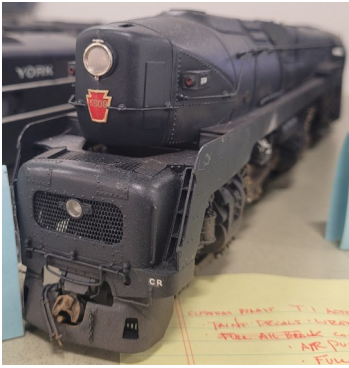
The Keystone Flyer
 Division Two, NMRA, MCR
 P.O. Box 223
 Gastonville, PA 15336



NEXT MEETING:
 Ambridge, PA: Ohio Valley Lines Model Railroad Club, May 17

<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 Visitors Welcome</p> <p>Worknights: Tuesdays 7:30 www.bcmrr.railfan.net</p> 

2026 JAMBOREE CONTESTS



MOTIVE POWER



Photos by Dominic Martinelli

2026 JAMBOREE CONTESTS



ROLLING STOCK



Photos by Dominic Martinelli

2026 JAMBOREE CONTESTS



STRUCTURES

Photos by Dominic Martinelli



2026 JAMBOREE CONTESTS



MODEL PHOTOGRAPHY



On Operation, Part 6: A Comparison

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. I ended the previous column with a warning that discussion of the controversial issue of selecting and implementing a system to direct the movement of trains would start next.

Any method of layout operation is arguably more interesting and realistic when the train movements are directed by prototypical-style paperwork. Use of the paperwork seems to contribute significantly to interactions among operators, and to continuing interest in a layout, long after the physical layout is completed. However, generating the paperwork to support operations can be a hurdle for some modelers. The next few columns will attempt to help you get started on operations paperwork.

As mentioned previously, I believe the two methods most frequently used to prepare operations paperwork are Switch lists (also called Manifests) and Car Cards (also called Waybills). I have used both methods on my Turtle Creek Railroad (TCR) layout, although I used custom programs that are not currently available. Both methods have strengths and weaknesses. Both methods have avid supporters and equally avid disdainers. But based on my experiences, I offer a comparison for your consideration.

Prototypical Representation

The Switch List seems more prototypical. The Switch List train crew arrives at each location (called towns on the TCR) with a list of specific cars and specific track positions for cars both to pick up and set out. The Car Card train crew arrives with a card for each car to set out, but usually has to use rules to determine where to place the dropped cars and which cars and cards to pick up. Prototype train conductors carried switch lists and waybills, and although the car cards represent waybills, the format is not as prototypical and the operation is not as completely specified as are the manifests prepared by JMRI.

Preparation Work

Both methods require some serious preparation. Both require the layout owner to make lists (usually spreadsheets) with information about the layout. This includes a list of the cars, their type (box, tank, etc) their reporting marks, usually a description, the kinds of industries that they serve, car length, and other fixed information. Provision usually is also needed to store changing car data, such as load status, current location, and sometimes expected locations. Information is also needed about the locations on the layout where cars are to be delivered or picked up, including a list of the industries or other facilities at the locations. Information is needed about the facilities, including the number and lengths of tracks, and the kinds of cars and loads permitted or required at the facilities. Other lists are also usually needed, including lists of motive power, cabooses (FRED cars), etc. These lists are worth creating in any case, so there is not much difference between the systems in preparation work.

Error Sensitivity

The Car Card system can be less sensitive to errors. With a Switch List system, if a car breaks and has to be removed to a rip track for repair, or a crew drops or picks the wrong car at a location, or a train movement cannot be completed for some reason, the Switch List will be incorrect at the next location or when the next train arrives at the error location, and the problem may continue to get worse as the operating session continues. In the Car Card system, a rule can cover most errors. Missing cars do not matter. The crew can generally ignore cars with mismatched cards. Most errors are easy to fix.

Staging Effort

The Switch List generally requires a lot more staging effort. Before each session, the Switch List owner must make sure each car on the layout is at the location where the database shows it to be. In the Car Card system, it is desirable to make sure that each car is located with its matching card, but it is easy to remove any mismatches and place them on a rip track until the matches turn up. However, adjusting either system can be a task. Recently an operator misunderstood the process on my layout and moved 56 cars from towns on a branch onto the main, mixing up all the cards. This did take some time to fix.

Effect of Layout Changes

It is more effort on a Card Card system to implement layout changes, for example, adding or removing a location. Changed cards are needed for every car that was destined for a removed location, and changed cards are needed for some cars to direct them to an added location. There are ways to ease this problem, but eventually at least some new cards must be printed. In the Switch List method, the program database can be changed and the next run will reflect the changes on the manifests and switch lists.

GUEST COLUMN

Software Availability

The JMRI program is free to download and use and is a well-documented, attractive, and capable application for Switch List Operation. There is no comparable program to my knowledge for Car Cards. In both systems, the layout owner will have to create a database as noted above. JMRI will then generate all the train and car moves based on the spreadsheet information. Car Card owners will have to generate spreadsheets specifying moves for the cars, print the cards, and then place the cards with the cars they represent.

Operations Flexibility

The Car Card system can result in more flexible operations. Any number of trains can be run at any time and in any order on my car card system, as long as the cards are processed by the train operator. The order of the trains to be run in each session must be specified to the Switch List program, and although trains can be canceled and rescheduled, no train can be run without being scheduled or the database will be incorrect. So while the Switch List program must be run before any train can be operated, car cards can be used for years (basically until they wear out) without rerunning any program.

In a Car Card system, a faster operator can be allowed to pass a slower one by skipping the location where the slower operator is working. The faster operator can just turn ahead any cards for the location to be skipped or the two operators can exchange some cars and corresponding cards. If trains pass that are not scheduled to pass in a Switch List program, the manifest and switch lists are likely to become incorrect.

Appearance

Some operators dislike the Car Card system because of the boxes attached to the layout fascia to hold the cards, and because some operators may lean the cards against cars on the track while figuring out what to do. An extra thin shelf behind the boxes and an extra unlabeled box at each location can remove the need to place cards on the layout, but the fascia issue is not resolved. Other operators dislike the Switch List sheets (often a full page although smaller options are available) and the clipboards and layout hooks used to manage them. I think this issue is a wash. You just have to decide which you prefer, and other issues seem more important to me. Do I smell torches burning?

Siding Space

The Switch List program that I used years ago (and also the JMRI program) includes options to specify the maximum train length, the length of each car and the length of each track where cars are held. This is done to try to make sure there will be sufficient space to hold cars to be spotted. But operator errors can still result in insufficient space for a car. And the length of the train can grow when errors occur.

This can happen in a Car Card operation, but a rule can prevent it. The rule on the TCR is to always spot the car being dropped at the front of the siding, and for each car dropped, pick a car from the back. The result is that the sidings always have the same number of cars on them so they always have room and the number of cars in the train never changes. And since the operator turns the car card to the next number when spotting it, every car on the layout is always ready to move and the session cannot run out of cars to switch. Of course, this scheme is not as realistic as the Switch List approach. Some variations on car cards can increase realism, such as including a digit on each car card position that specifies the position on the siding where the car is to be spotted. Other variations are possible and common.

Questions

Assuming I have not been dragged away by a mob and burned at the stake for my failure to adhere firmly to one of these methods or the other, if you have questions, or if you would like to try operating on my Turtle Creek Railroad layout, you may send a message to me by email _____ We are beginner friendly. Operation is fun and not difficult. You will also find pike ads in your Flyer that you can use to contact other layout operators. Get the most from your Keystone Division membership by giving operation a try.