

September 2026

Vol. 68, Issue 08



July 19th was a gorgeous day for a picnic this year; the move out of the often muggy month of August to high summer seems to have paid off.

- Editor photo

Meeting Schedule

September 20, 2026 - Division 2 Meeting, 1:30pm
Weirton Area Museum & Cultural Center
3149 Main Street
Weirton, WV 26062
Museum opens at 12:00 noon

October 18, 2026 - Division 2 Meeting, 1:30pm
Schiappa Library
4141 Mall Drive
Steubenville, OH
Program TBD

November 15, 2026 - Division 2 Meeting, 1:30pm
New Eagle VFD Social Hall
156 Chess Street
New Eagle, PA 15067
Mid-Mon Valley Model RR Club open
Member Swap Meet | Program TBD

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*:
September 27, 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

A couple of years ago, the Division attempted to use the NMRA RailPass program to recruit new members. I, for one, thought younger folks would be tripping over themselves to join the Division, but we were unsuccessful getting any new members that way. It just didn't happen.

Since then, some other ways to help get new and younger members have been suggested to me. One thing I do know: a passive approach won't work. It's not enough to say "we're the NMRA and here we are" and expect results. We've got to become more aggressive in our pursuit of new folks. Here are a few (by no means all) suggestions that we can all try:

1. Get involved on model railroading forums and help people out. If you are a registered member of a forum and have a signature line, be sure it includes the NMRA Division / website and Facebook page.
2. Open your layout to friends and family. Often. It doesn't matter if the layout is finished or not. Make your layout into a gathering place every so often.
3. The Division has done a lot of talking about operations this year. Maybe it's time to host an operating session on your layout and invite others to participate.
4. Find some young people and:
 - Invite them to run trains – put a throttle in their hands.
 - Recruit them to help build or maintain the layout.
 - Build something with them or show them how to start a simple project. Structure building is a great introduction to the hobby. LEGOs, anyone?
 - Drag someone to a meeting (if they are minors, they must be accompanied by their parents or you must have the parent's legal, notarized permission). Our mini-clinics make meetings a lot more fun these days.
 - Promote your local railroad club (if you're a member).

There is one important caution to bear in mind: all the activities I've mentioned above cannot be carried out as NMRA or Division 2 sponsored activities. We can continue to reach out **personally and without invoking the NMRA name or portraying what we do (individually) as an NMRA sponsored activity**. This is per the NMRA policy on "At-Risk Persons," which can be found on NMRA.org. This is a sad reflection on the litigious state of our society, but it is what it is.

Regardless, while we have some capable formal ambassadors, I am asking all of us to become ambassadors for the hobby and our local Division. We have a great story to tell. Let's tell it!

... *George Pandelios*

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
Dave Martinelli

Achievement Program
Dennis Vaccaro, Chair

Susan Werner, Asst. Chair

Model Railroad Jamboree
Grier Kuehn

Neal Schorr

Modular Layouts
FreeMo (HO scale)
David Martinelli

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.

July 19, 2025 Business Meeting

The meeting was called to order at 2:12pm. Superintendent George Pandelios thanked our hosts (Dominic Martinelli and the Borough of Leetsdale) and the crew of picnic volunteers. While the donation hat was being circulated, we welcomed new member Tom Bianculli, and several picnic-related spousal guests. Minutes of the June 28 meeting were approved unanimously on a motion by Dennis Coglianese, seconded by Keith Devault.

Committee Reports

Keystone Flyer: Patrick Altdorfer reported that there will be no August issue. Deadline for Sept issue is 8/15. He reminded committee chairs to submit written status reports if they wished to have them included in the Flyer.

Financial: Jeff Gregg read the current report.

Programs: Asst. Superintendent Dominic Martinelli The announced the September meeting will be at the Weirton History Museum. October will be at the Schiappa library in Steubenville. Clinicians and mini-clinics are still needed for both.

Company Store: Susan Werner had reported the usual inventory, and some remaining free stuff!

Membership: Ken Hanawalt reported a total of 176 members, rising by four.

T-Trak: See the full report in Committee Roundup. But the short report is that T-Trak was invited to the July Greenberg Show, and also that member Dale Vilsack passed away suddenly on July 1st.

FreeMo: Dennis Lippert reported that Freemo will not be attending Greenberg.

Social Media: Jim Braum reported that the new podcast has a tentative name: Keystone Whistle Post. Look for it to likely be hosted on YouTube, due to limited episode storage on other platforms.

Achievement: Dennis Vaccaro reported that one award is pending, and should be received by the next meeting. He reiterated that getting started with the AP program is easy.

What's on your Workbench: Susan reported a hole in her layout ... where a new scratchbuilt turntable will soon reside. Dennis V. mentioned a few loco projects he's doing for members of his club. George P. said he's been experimenting with a few new scenery techniques.

Bring 'n' Brag: Dave Martinelli gave the results of the voting for this month's category (vehicles): Rich Reichenbach won first place honors. September's category is Passenger cars.

No Old or New Business was presented.

The Capitol Freemo group in D.C. is looking to build a master roster of regional Freemo module owners. Dave M. will be in communication with them.

Prayers were requested for Division member Fred Roney, who is recovering from a recent illness.

Our next meeting is September 20 in Steubenville.

Seeing no other business, a motion to adjourn was made by Bob DiBenedetto, and seconded by Jim Whipple. Meeting adjourned at 2:31pm.



Edward Roy Ward, Jr.

Former long-time member of Division Two, Roy Ward passed away unexpectedly last month, just hours after attending the monthly meeting of the Steel City Chapter of the Railway & Locomotive Historical Society (RLHS), in which he was deeply involved. An avid railfan, photographer, and model railroader, Roy also operated regularly on most of the home layouts of Division Two members who hosted operating sessions, as well as hosted regular operating sessions on his own layout, the West Virginia Central & Pittsburg (WVC&P). His [published obituary](#) speaks to his biography, but this excerpt from SCC President Kevin Varrato's announcement to chapter members presents a more intimate portrait of the man:



Roy had a rare gift for connection. His reach was far and wide, and genuinely everyone liked him. He was humble, down-to-earth, and always ready to lend a helping hand. He never carried a chip on his shoulder nor spoke a hurtful word, embodying the true definition of a gentleman. His knowledge of railroading and railfanning was immense.

Roy was an integral pillar of the Steel City Chapter. Through his role as program coordinator, he introduced us to countless talented and knowledgeable individuals whose contributions helped our chapter grow and thrive. Beyond his organizational dedication, Roy was an accomplished railfan photographer and skilled modeler. His photography was breathtaking, and those who attended his presentations experienced firsthand his deep passion for the craft.

We can all learn a great deal from the way Roy lived his life—taking the time to teach and mentor others, and selflessly passing on his knowledge to future generations. The railroad community has lost a truly remarkable, kind, and talented man, and he will be deeply missed by all of us who had the privilege of knowing him....

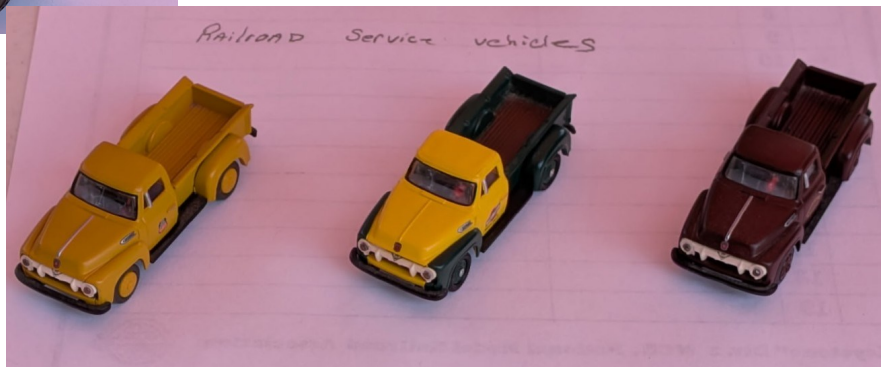
At the July picnic and meeting at Henle Park in Leetsdale, PA, there were three entries in the category Vehicles. **Rick Reichenbach** placed first in the voting, with his old white metal HO scale kit of a fuel truck (top right), which he assembled, painted, and weathered appropriately.



Neal Schorr placed second with his O scale model of an early 1980s Chevy Silverado shortbed pickup truck (below), which he detailed with a crate load, moderate weathering, and an era-appropriate rear license plate of PA and a Steelers plate up front (to cover the molded-on out-of-state tag) Steelers plate up front.



And **Bob diBenedetto** placed third with his three HO scale 1954 Ford F-100 pickup trucks detailed for railroad service.

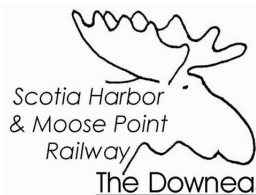


Name	pts
Rick Montgomery	10
Rick Reichenbach	8
Neal Schorr	7
Bob DiBenedetto	4
Vinny Kaplack	2
Jim Braum	1
Dennis Lippert	1

The Bring'n'Brag contest will take place at the September meeting and the category is **Passenger Cars**. When you arrive, please see Dave to get your model registered and situated for the contest.

Picnic and model photos by
Dave Martinelli; photos of
modelers by the Editor





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 Lauris Lane, Johnstown, PA 15904 dbakerr@aol.com



HUNTINGDON NORTHERN RAILWAY



"THE ALLEGHENY ROUTE"

R.J. Prehoda, Operations Manager

Serving Southwestern Pennsylvania with connections to:
B&O, CP&W, Erie Lackawanna, N&W, NYC, P&WV, PRR, WM



Turtle Creek Railroad

"The Hardshell Route"

Ken Hanawalt, MMR

email: TurtleCreekRailroad@gmail.com

Operators Welcome!

Snappy Service



MIDWEST R&R

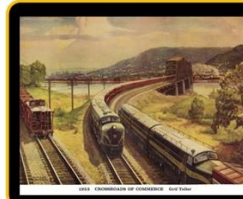
Where Switching & Local Freight is Our Business



Owner & Operator
Bob DiBenedetto



rdemdsd40@yahoo.com



PRR Panhandle Division



George Pandelios

Chief Engineer

Member: NMRA, TCA, PRRT & HS



The ASPEN SUB along the B&O
from Morgantown to Keyser

Keith and Janet DeVault

546 Aspen Street, Morgantown, WV

The D-n-D LINE, trains at the Most Ut!

A "loose" part of the BLE RR

One Module: the road to Nowhere!

Many Modules: the road to Everywhere! Free-Mo!



PATH VALLEY LINES HO/HON3

Vagel Keller, Gen'l. Manager
vckeller@comcast.net



FREEPORT AND CONEMAUGH

The Yellowjacket Line

SALTSBURG AND SLICKVILLE

Serving PA Coal Country

Robert Livrone, Owner/Operator Lower Burrell, PA



PENNSYLVANIA RAILROAD MIDDLE DIVISION

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

Neal A. Schorr - Owner & Chief Engineer



MJC + LRR

RH Montgomery: Owner & Chief Engineer

Ohio River Northern Railway Club

Northern Division

"The Route of Steel Country"



BALTIMORE & OHIO WESTERN MARYLAND Consolidated Rail System

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

Chief Engineer John Bennett
Phone: (814) 241-5547
Johnstown, PA



Rutland & Rock Ridge

232 Old Farm Road
Cranberry Township, PA 16066

Haulin' Black Diamonds

Fred Roney, President
fredron@zoominternet.net



FORKS RIDGE RAILWAY

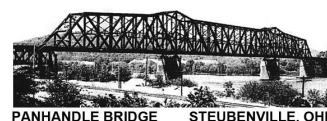


Gary P. Nastase - President & CEO
Kathleen A. Nastase - Train Wifey ... R.I.P.
207 State Street
Woodbury, PA 16695
Gumby15921@gmail.com

Route of
the
Whitetail

THE O.R.N.Ry BUNCH

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

COMMITTEE REPORTS

T-Trak

by Richie Jodon

I am not attending the picnic; however, I have important things to report. Dale Vilsack passed away suddenly on July 1st. He was a member of Division 2, and very active in the following: South Hills Model Railroad Club and Division 2 T-TRAK. Here is a shock! We are attending the Greenberg train show the weekend of July 25-26. I have a minimal space of 20 x 10, so we do not have room for a division table. I have (28) modules attending and am working on getting a memorial set up for Dale. Please make an attempt to visit us. Our last attendance was 2 years ago. And on August 2, the Mid Mon Valley Railroad Club is participating at August Fun Fest in Rostraver, PA, Pavilion #16. We are setting up HO and N scale. Please make an attempt to visit us; we do this every year.

Company Store

by Susan Werner, MMR

See the Book Report feature below on page 11 for updates.

Membership

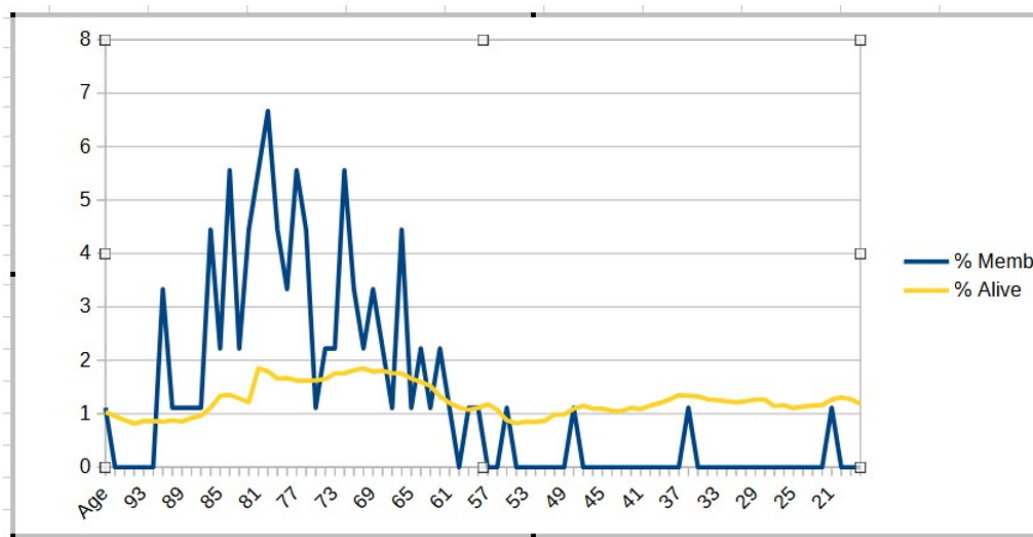
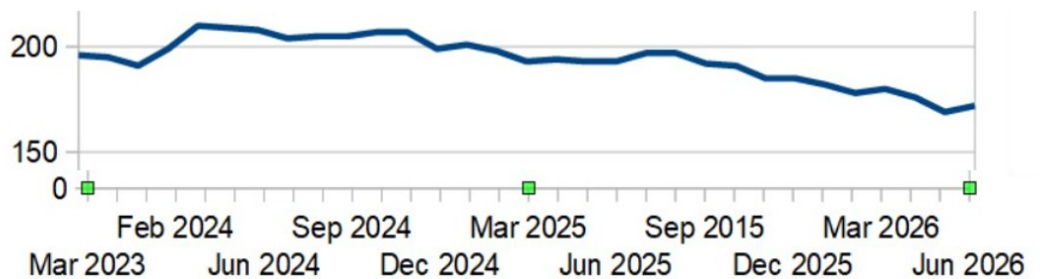
by Ken Hanawalt, MMR

In July, Division Two membership stood at 175 active members, including 2 new members. In addition there were 12 members who are up to 90 days late in their renewal. Please renew your membership if you are in the late renewal category. There has been a small downward drift in Division 2 membership over the last two years. I think the small monthly increases are generally due to late renewals who come back when reminded, and Rail Pass members who join at train shows and Jamboree meets but do not renew. The recent changes in Division 2 are intended to address this issue.

I have been wondering if the drop in membership is due more to the declining US birthrate and resulting decline in the younger population from which members could be drawn, or due more to a change in the interests of the younger population.

So I made the chart at left to compare the percentage of Div2 members each age with the percentage of the US population alive at each age (from US survey data). This is not perfect because

about half of our members do not disclose their birth year, and the census data is from a few years ago. But I think the chart is at



least interesting. The chart shows that almost all of our members who have disclosed their age are over the age of 60 - the blue line in the graph. But interestingly, while there is also a bulge in the percentage of people alive in the US with the same ages, that bulge is much smaller (less than one percent), so there are still lots of younger folks available.

der. But I think it probably does support the idea that the decline is at least partially due to a change in the attractiveness of the NMRA to younger people.

This is not conclusive. Perhaps all of the younger Div2 members did not disclose their age, and the US census data report that I used did not report gen-

If you have some ideas about how to reverse this trend, let's hear them. I am certain that Div2 leadership is open to change.

MEETING TIMETABLE



September 20: Weirton, WV

This year, we switched our summer holiday month to August (instead of July), so for our next meeting after the picnic, we return to the Weirton Area Museum & Cultural Center (3149 Main Street, Weirton, WV 26062). At this writing, the program is not yet finalized.

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

October 18: Steubenville, OH

Our October meeting returns to Steubenville's Schiappa Library (4141 Mall Drive, Steubenville, OH 43952). Thanks again to **Bob DiBenedetto**, who organized this locale for our meeting; watch this space next issue for updates on program information. Bob will open his Midwest RxR layout (140 Beechwood Drive, Winterville, OH 43953) from 11am to 2pm before the meeting.



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



NEXT MEETING:
 Weirton, WV: Weirton Area Museum & Cultural Center, September 20

Montour Railroad FAST FREIGHT SERVICE EMPLOYEE OWNED SINCE 1985 JEFF GREGG - PRESIDENT Phone 724-348-5855 Finleyville, PA 	 ERIE Connecting Railroad Company Richard Reichenbach - Operations Manager 162 Clearwater Drive, Ellwood City, PA 16117 Ricky759@outlook.com
 Mon Valley Railroad Historical Society 5000 Greenbag Road, Unit D-13 Morgantown, WV 26501 Meeting Thursdays at 7:00 PM www.MVRRHS.org Call Rich Henderson (304) 276-1046 for more info	 MID-MON VALLEY MODEL RAILROAD CLUB 159 Main Street, New Eagle, PA Meetings: Fridays 7:30 pm 
 Visitors Welcome MEMBERSHIP OPEN FRIDAYS 7pm-2am SUNDAYS 1pm-7pm 2209 Walnut St. McKeesport. PA mckeesportmodelrr.com	 • HO & N Scale Layouts • T-TRAK Modular Display Layout • Extensive Library & Video Collection OHIO VALLEY LINES 1225 MERCHANT ST AMBRIDGE PA 15003 www.ohiovalleylines.org info@ohiovalleylines.org Open Every Monday 7:30PM – 10:00PM Memberships available!!
All aspects of "S": • Scale • Narrow Gauge • Hirail • American Flyer Monthly meetings Two portable layouts Membership open Contact: Jon Knox 724-287-6829 	 BEAVER COUNTY MODEL RAILROAD and HISTORICAL SOCIETY 416 6th St. Monaca, PA 15061  Visitors Welcome Worknights: Tuesdays 7:30 www.bcmrr.railfan.net 

On Operation, Part 9: Operation Variations

by Ken Hanawalt, MMR

This is one of a series of monthly columns about layout and operating system design. Previous columns discussed operations using train cards and car-card waybills to direct the activity of a train during an operating session, focusing on the kind of train we call a peddler on the Turtle Creek Railroad (TCR). This column discusses some other types of trains and some variations of the car card method.

In operating sessions on the TCR layout, each train crew receives a train card with general instructions for the train and usually a deck of car cards with specific instructions for the individual cars in the train. The train card is the same size as the car cards, both of which can be carried in the hand behind the throttle, and the full deck fits in the card boxes attached to the layout fascia. Our first variation is that each type of train services only cars whose cards are in a particular color envelope. For example, we use tan envelopes for Peddler trains, green for the Snapper Express, red for the Ferry train, blue for coal trains, and pink for the Passenger train. This helps operators to identify the industries and cars to be serviced. A few trains need only a train card and no car cards at all.



Colored Car Card Envelopes

There are two overall modes of operation used on the TCR, depending on the crew members who are present. If we have a full crew of experienced operators we can run our posted timetable, which shows all the scheduled trains. In this variation, the train card for each train lists the times for the train at each town and for each meet. The train master oversees the operation and advises train crews when necessary.

In the other mode of operation, all the trains run as extras. In this variation, the train cards list only the towns to be visited, but not the times and not the meets with other trains. The train master then acts more like a dispatcher, directing train crews when they are to wait for a meet or pass, and giving them permission to proceed when appropriate. This is actually my favored approach.

Another variation is to have multiple modes of operation for a single train. About two years ago two younger operators joined the TCR operations crew and asked for a passenger train to operate. So we dedicated a staging track to a train of passenger cars. Initially, the passenger train ran around the lower level of the layout, stopping at a few designated locations, but switching no cars. The train ran west, facing most of the regular trains in the schedule, and was assigned the highest priority. The train master advised the train crews when to wait for meets. The youngsters said that they liked this train because all the other trains had to wait for them. This train needs only a train card listing the places where the train is to stop.



But sometimes one of our operators wants a more complex passenger train. We accommodate this request by having express cars on sidings at the passenger train stops, and a train card directing that express cars whose cards are in pink envelopes should be switched. In this variation, the train starts with no express cars, but picks up or drops off cars at designated stops. At the end of the run, the passenger train returns to the starting track and again contains no express cars, so either of the variations can be selected for the next run. No staging or card manipulation is needed between runs.

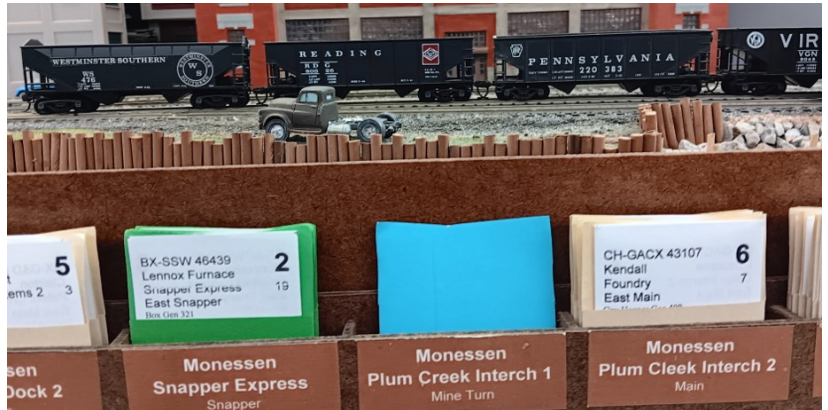
Pink Card Passenger Express

GUEST COLUMN

A while ago a few of our operators said that they would like to run trains that could be completed in less time than the usual three-hour operating session. Consequently we adjusted the operation of several trains to enable them to be completed more quickly. These have been factored into our timetable so that they can be run in either mode of operation. One of these trains is the Pitcairn Turn.

The Pitcairn Turn runs between an interchange track at Turtle Creek on the upper level of the layout and a river pier track at Belle Vernon on the lower level. There are two strings of hopper cars. One string is loaded and one is empty. The assignment is to interchange the two strings, which requires traversing the whole layout. There are four variations but no car cards for this train. Depending on the previous run, the loads can be at either location and the train master can direct the train to start from either location. Since any operator will run the train only once in a session, it is reasonable to have two stories about the train depending on where the loads are currently located. The operator only sees one of the two stories, so the operation always makes sense and no car cards, actual movement of loads between cars, or staging is needed.

Another variation is our Majestic Mine train that picks up all the loaded hoppers from a large mine tipple. The train card for the train lists the towns to be visited, but there are no car cards. At each town to be served, there are empty hoppers on a coal track identified by an empty blue envelope in the card pocket for the coal track. The empty blue envelope just helps the operator to identify the track where the hoppers are to be placed. The train crew replaces the empty hoppers with the same number of loaded ones from the mine, and continues the run. At the end of the run, the train arrives back at the tipple with all empties. This train operation does require the loads to be removed and placed in the empty cars at the tipple before the next run. A similar coke train serves a yard track, coal tipple, coke plant, and a furnace, returning empties and requiring no car cards.



Majestic Coal Train Cars Identified with Empty Blue Envelope



Cards for Sweeper Train with Special Routing Slips

Another variation used on the TCR enables dual use of car cards by inserting a special routing slip into the card envelope. During the original layout staging, cars were selected from trailing-point branch interchange tracks around the layout and moved to the Sweeper track in the Turtle Creek yard. The Sweeper track is imagined to be an interchange with the PRR. As each car was selected, a blue routing slip naming the original location was inserted into the car card envelope. When the Sweeper train is run, the crew delivers the cars from the sweeper interchange to the locations named on the blue slips (the locations where the

cars came from). For each car dropped, another car is picked using the usual rule, and the blue slip is moved to the envelope for the picked car (so the car will be returned to the track it came from on the next run). This gives us a nice long train with all trailing point spurs to switch, that has different cars every time, can be run as often as needed, requires no staging between runs, and does not interfere with the computed destinations for Peddler trains.

There are other variations on the TCR that combine to give us lots of options for trains. Some are easy enough for someone just getting started in operations. Some are complex enough to satisfy switching contest fans. There are trains that cannot be completed in one session and ones that take only a few minutes and then offer the crew a rest or a different train. There are trains that switch no cars, ones that switch only trailing sidings, ones that switch nearly every siding at the towns they reach. There is lots of room in the idea of operations for lots of fun and variations.

BOOK REPORT

Railroad Publications Updates

by Susan Werner, MMR

Conjelco: A new name in the railroad book market place has popped up. Their initial offering will be titled **Steel City Rails: The Photography of Keith Clouse**. Expected to arrive during fall 2026 is a 196 page, hardcover, duotone look at the railroads in and around Pittsburgh, PA. Informative text is to be illustrated by 90 images from a lifelong resident of the area. List price will be \$60.00.

Garbely Publishing: Just arrived is their latest release **Industry City Railroading in NYC Vol.1: Brooklyn Eastern District Terminal & New York Dock**. This is a 176 page, 99% color book. Included are images, diagrams and text related to the last years of these two Brooklyn, NY dock railroads. Topics covered include equipment, facilities, customers, tugboats and sadly, what little remains today. This book has been traditionally press printed and is priced at \$90.00. Because of this printing method, it is considered a limited production work with a defined number of copies available. It is not something that can be reprinted in smaller numbers. Once gone, it will most likely not be reprinted unless there is a very significant demand. If your customers like industrial switching operations, tight curves, intricate, compact track layouts, tugboats and diverse customers, this book is definitely for them. A few weeks ago, **Lackawanna Electric's: MU Cars** entered the market place. Original back orders have been filled. Restocks are available but at the higher price of \$60.00. From a recent conversation, **Big Four Route: Story of the Cleveland, Cincinnati, Chicago & St. Louis and Its Role in the New York Central System** has been cancelled. Originally expected to be a 250 page work, at last report over 600 pages and 800 images have been presented. It may return but in a different format such as possibly two or more volumes. Back orders have been cancelled. If the topic does reappear it would be modified enough that the original listing would not match the end product. Four other soft cover titles have been announced for later this year and early next. They are:

- **Along the Rails in the American Midwest** - Due May 2027
- **Along the Rails in the American Southwest** - Due January 2027
- **Along the Rails in the Keystone State** - Due November 2026
- **Along the Rails in the Virginias and Carolinas** - Due March 2026

All will feature the photography of the Plant Brothers and are expected to be in the 80 page range. These books will be all color and will carry a list price of \$60.00 each. Content is anticipated to include both mainline and shortline railroads. The Garbely listing on our web site has recently been updated. It shows what books are currently in print, and whether or not a reprint of the title will be considered.

Silverlake Images: Mentioned in our June 19th BOOK REPORT was their next title **Santa Fe to BNSF The Transition Years 1987-2014**. At that time, we had mentioned a July delivery. Some last minute polishing of the text has pushed the anticipated delivery to very early September. To refresh your memory, what is expected is a look at changing California rail scene as the Santa Fe Railway became half of the BNSF System. All color, 150 pages and carrying a list price of \$65.00. Newly announced and expected in later September is **Unique Views of Northeast Railroading Vol. 3: Heading West**. Like the two previous books, this will offer a top side view of various locations and facilities as viewed by the pilot / photographer. Areas covered will be Horseshoe Curve, Hornell, Strasburg, Binghamton, Scranton, Perryville, Harrisburg and many more locations. Like the others, this will feature all color photography, contain approximately 80 pages and be priced at \$50.00. As we always say, back orders are always appreciated as they help both us and the publishers determine quantities to print and purchase.

Morning Sun Books: In early June we were informed that MS would be moving their operations to a new fulfillment house. The new company is in the same vicinity as the old one and is serviced by the same UPS facility. The actual move took place in late June and into July. As one would expect, the movement and set up did cause some disturbance to deliveries. Titles in transit or waiting for placement were listed as out of print. Things have very much settled down and a routine seems to be in place. One thing the move did was to uncover a few titles that had been listed as "out of print / stock". In the case of a few titles, they had been gone for years. Titles which have reappeared include **Trackside Chicago, Western Pacific Trackside, Golden Decade, Amtrak Power Vol. 2, Southern Railway Through Passenger Service** and **Baltimore & Ohio Steam**. We have no idea if the inventory is 2 or 2000 but they are relisted. Our web site listing has just been revised and updated to reflect what titles MS currently has in stock. The reason for the revision is an up to date listing they have just provided us. While no one appears to be carrying a heavy MS inventory it would be foolish to totally ignore the product line. With 740 SKU's available it only makes good business sense to get a title when a customer shows interest. We know other distributors have been telling customers that a title is out of print when in fact it was not. They do not want to be handling the one or two item orders that appear. It was easier to say they were gone than to try and satisfy a customer's request. We still order at least weekly and are happy to get any of those 740 titles that your customer may want.