



The Short Line

June 2025

I asked last month if anyone would be willing to look into a train ride on the Western Maryland Scenic Railroad, but no one responded. So last week I began to look into trains rides starting with the Western Maryland Scenic Railroad.

Western Maryland Scenic Rail Road

QUICK DETAILS

Duration: 4.5 Hours Power: M-Fri Diesel, Sat-Sun Steam

Coach, Open Air, & Lunch Classes, Dome: All ages

Lounge Class: 21+

All seats are assigned

Operating: May - October

Trip Itinerary: Cumberland & Frostburg Round Trip, 90 Minute Frostburg Layover

Coach class Child (12 and under) \$50 Adult \$55

Open Air Class - any class with a ticket can ride in this car

Lunch Class Child \$105 Adult \$110

Features private table seating, a dedicated attendant, a full-service bar, complimentary soft drinks, and a meal included in your ticket price. Alcohol, gratuity, and deserts are charged separately.

Lounge Class Adult 21+ \$110

Offers a refined experience with plush leather seating, panoramic windows, a full-service cash bar, and complimentary appetizers.

Dome Class Child \$ 125 Adult \$130

Elevates your journey with sweeping 180-degree views of the mountain landscape from above.

1309 Cab Ride Available Saturday and Sunday 18+ \$ 500

Experience the power and history firsthand as you join the engineer and fireman aboard locomotive 1309 for an unforgettable journey to Frostburg and back.

Safety Gear: Closed-toe shoes required; gloves, long sleeves, and safety glasses strongly recommended

Well, the prices are a bit steep especially if you decided to take your family, but I suppose the prices are high to help pay for the restoration of C & O #1309. But I didn't think the club would pay that for the

train ride, but if you think it would be a wonderful 18 mile train ride up to Frostburg and Back to Cumberland, go for it on your own.

Train trip #2

Oil Creek & Titusville

Train Boarding
Perry Street Station
409 S Perry St
Titusville, PA

Enjoy a relaxing 3-hour train ride through Oil Creek Valley. Your 3-hour round trip will take you through scenic Oil Creek State Park, to where oil history began.

The Oil Creek and Titusville Railroad offers a unique and nostalgic journey through the heart of Pennsylvania's oil country. This scenic three-hour excursion takes passengers on a leisurely 27-mile round trip from the historic Perry Street Station in Titusville. As the train chugs along at a relaxed pace, passengers can enjoy breathtaking views of the Oil Creek Valley, including lush green forests, rolling hills, and sparkling waterways. The ride itself is a step back in time, with the opportunity to experience the sights and sounds of a bygone era.

You'll learn about the people and places of the first Oil Boom in the USA. Share the fun of train travel and relive history with the whole family! See a variety of wildlife from groundhogs to bald eagles, with ducks, deer, and blue heron, as well as the occasional black bear. We look forward to seeing you soon!

<https://octr.org/>

Ticket Prices

First Class: \$40 each (for all ages including infants)

Coach: Adults – \$20 each, Seniors (age 60+) \$18 each
and Children (age 2-12) \$14 each (under 2 free in Coach only)

Family Special: 2 Adults + up to 2 Children (ages 2-12) just \$50

Family ticket good in Coach, June through September only, excluding Special Events.

Unless otherwise indicated, walk-up tickets are always available on the day of our Regular Rides.

Please plan to arrive at least 45 minutes prior to departure..

Train rides:

July – Wednesdays, Saturdays and Sundays departing at 11 am.

July 26 is our Christmas in July, and July 27 is our Tiki Train, so no Oil Boom History will be given.

Please Note: First Class is Sold Out for July 9, 16 & 23.

August – Wednesdays, Saturdays at Sundays departing at 11 am.

Please Note: **August 9 and 10 departure will be at 1 pm.**

September – Saturdays and Sundays departing at 11 am.

Grandparents ride for just \$10 on September 7. Click Grandparents Day for more info.

October – See Fall Foliage page for dates.

November & December – no regular rides, but we do have four Santa Train excursions. Click here for more info.

Since the train departs from Titusville, you can tour Drake's Oil Well after the train ride and see a replica of the first oil well drilled in the USA in 1859.

Trip #3

The Everett Railroad <https://everettrailroad.com/>

The Station is at 244 Pullman Drive, Hollidaysburg, PA 16648

Picnic Basket at the Spring Train Ride

Wednesdays July 9, 12, 16, 23, 30 | August 6, 9, 13

Diesel-powered · 2.5 Hours · For all ages, the train leaves from Hollidaysburg Station

Prices

\$19 Adults Ages 13-64

\$17 Seniors Ages 65+

\$15 Youth Ages 2-12

Free Children Under 2 • Must Sit On Lap

Join us for a Picnic at the Spring! Pack your Picnic Basket and take the train to the Spring Dam and enjoy lunch with the ducks.

Don't feel like packing a picnic? Add on a boxed lunch for \$14, which includes a small sub, a water, chips and a cookie in an Everett Railroad souvenir cooler bag or a Kids Uncrustable lunch for \$10.

The train leaves from the Hollidaysburg Station

I think this is the ride for the club to take as it is close for all of us and after the ride you are free to go shopping in Altoona or do whatever you would like. We need to come up with date and I thought maybe you would like to ride Wednesday July 16, but I am open to suggestions.

You need to buy your tickets online.

I am thinking for myself and if anyone cares to join me to riding the Oil Creek Railroad in August as I almost rode it last year as I want to go back to the Drake Oil Well Museum after the train ride.

The club is invited to my House on Saturday July 19

I would like to invite anyone in the club to come up to my house July 19 to run on my railroad. It is track powered and the layout will handle diesel engines that have 4 axles and steam engines that can negotiate 5 foot diameter curves.

Shawmut Car Shops has been slowed by the weather as you may have noticed we have had a lot of rain and a section of my basement when we have heavy rain gets about an inch of water in a corner by the furnace and a little bit by the paint booth. When have had heavy rain, I cannot airbrush as the paint tends to run with all the humidity. I did however paint a car for Applied Imagination. It was one of the first streamline LGB passenger cars that one could buy in the late 1990's to early 2000's. The car I painted was lettered New York Central and it was for the Tucson Botanical Gardens in Tucson, Arizona. The catch was the car had to match the LGB recent Rio Grande paint scheme which LGB or the Chinese got wrong. The real color should be as so:



However for some reason, the model cars came painted in a light yellow, not Rio Grande yellow orange.

So after a mistake, I finally got the color right as I only had a picture of the car that LGB made, but Applied Imagination couldn't find an Rio Grande observation car anywhere. The curator of the gardens wanted an observation to match the rest of his train.



This is the car I came up with and Applied Imagination wanted it lettered Rio Grande.

I was asked by Greg, a modeler in Minot, ND to renumber a USA Sunoco 42 foot tank car as he had bought a bunch of the 42 foot cars. I was selling him my car which was new, but I decided I didn't need it. I renumbered it 89050 as the car was numbered 89024.



George Poknis ran a train on one of his club members layouts and I thought it might give some of you inspiration for your own layout. The layout belongs to Peter Drymalski of Maryland. I think most of his buildings are scratch built. Peter asked me for decals last year and told me his layout was set in the early 1900's. His Rock Creek Rail Road is shown below and a description of it.



Peter says in 1999, inspired by my father's LGB Christmas train layout and by Garden Railways magazine, I began work on my own garden railroad. It's intended to be a copy of a fictional railroad that ran from Georgetown, DC up the Rock Creek valley to Rockville, Md., where it could interchange with the B&O RR. Most of my engines are named after Civil War generals, and many of my passenger and freight cars are lettered (with Jeffrey Damerst's help) for the RCR.

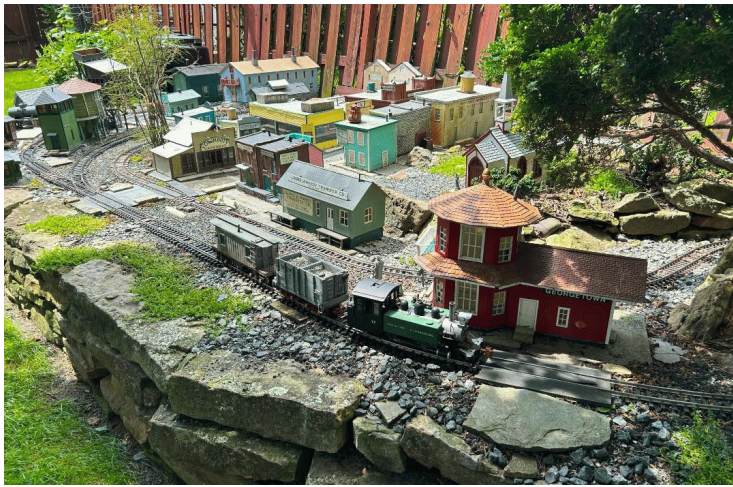
I had seen other garden railroaders place their layouts on the ground. I thought that made operating trains more difficult and viewing them less realistic, so I determined to place mine in a raised bed fronted by rocks and in the rear by a privacy fence. I wound up with a loop of track roughly 250 feet from end to end, with Georgetown in one loop and Rockville in the other, plus a few sidings. In between is a long stretch of forest, with very few buildings. I added a point-to-point line, 100 feet long, to serve a mine, a quarry, a stone mill and a rock dealer; this line is connected to the loop but insulated from it and runs on separate power source.

The whole project--fence, fill dirt, rock wall and landscaping--took 5 years. The track rests on a bed of rock dust, which is quite stable and on which I can walk without causing any track problems. Most of the buildings are scratchbuilt and sit on concrete pavers. At first I made several buildings from wood, but these all decayed in a few years, now I use nothing but plastic, and all of my buildings stay outdoors all year, needing usually only repainting and minor repairs. Most buildings are now 20 years old or older. I have bonsai trees for most of the trees, and they're up to 25 years old.

I noticed how hard it was for others to keep brass track clean, and I used stainless steel instead. It still needs cleaning but takes much less effort than brass and is less likely to warp in our hot weather or shrink in the winter. I highly recommend it. I also highly recommend replacing--or enhancing--rail joiners with Split Jaw rail clamps. Nonetheless, I'm slowly converting my engines to battery power, because track power requires a lot of maintenance, which gets harder as I get older.

If I were to do it again, I seriously consider making the raised bed accessible from all sides, for ease of maintenance and better viewing.





My new friend and new club member Steve Sanford has his railroad running in northeastern Pennsylvanina. He is modeling the Delaware & Hudson Railroad.



The track goes under the deck in the distance, so his layout is rather big. It is 20 feet by 40 feet and he says he has 108 feet of track powered by an USA 10 amp power pack.



His Piko Delaware & Hudson 0-6-0 camelback is pulling a freight train.





His D & H RS3 is pulling most of his freight cars. I am selling him some of the freight cars I don't need after I repaint them for the D & H for him and he is starting to get a passenger train for the Pittsburg Shawmut & Northern as his grandfather's farm had the Pittsburg, Shawmut, & Northern pass through it. He uses Spit Jaw rail clamps to hold the LGB track together. Pittsburg is spelled right in as 1899 that is how it was spelled.

This week I bought 2 new Bachmann tank cars , formerly Aristocraft with one distinct addition that came with solid metal wheels. Note the wheels in the pictures.

I bought Shell and Texaco cars that will be used on my Winston-Salem Southbound indoor layout.



You can also get the cars in Quaker State and Christmas. Too bad they are not offered unpainted. They come in 2 road numbers except Christmas.

Please respond which date would be good for you to ride the Everett Railroad.

You have to purchase tickets on line.

I am still looking for more articles, but thanks to those who have contributed articles.

Cheers,

Jeff

President of the NCPM GRS