



The Short Line

July 2025

I asked last month if anyone would be willing ride a train on the Everett Railroad on July 30th. Lou said he wanted to go, but he has to be in California to give a seninar. So I have changed the date to **Wednesday August 6**. I realize going on a Wednesday is hard for those of you who still work.

I was just trying to get the club together.

I also mentioned the new Bachmann (ex Aristocraft) single dome tank cars. Of course there is the crowd that thinks they are not detailed enough like the USA cars, but the 10,000 gallon cars I am told will not be reissued by USATrains and in doing some research of the Aristo club and show cars, I came upon an interesting thing. Of all the Aristocraft single dome tank cars that were made- all 62 of them- there were never any Shell, Texaco, or Quaker State cars made until now with the new Bachmann run. So these cars are not a rerun of an old car, but new ones. There were made 3 dome tank cars in those three road names.

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

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

Picnic Basket at the Spring Train Ride

Wednesday

August 6

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

So we are riding on Wednesday August 6 if you want to go.

You need to buy your tickets online.

I was curious about the Aristocraft Club offerings and also the ECLSTS show cars, so I did some research in the Aristocraft catalog archive and this is what I came up with. But to see if I missed any car or locomotives, I asked my friends Bill Carl, George Poknis, and Ray Buteux to see if I missed anything. If you know of a car or engine missing from the list or any errors, please let me know.

Aristocraft Club Offerings

Lettered for

Year item

1992 NS convention car

1995 covered hopper

1996 49 foot gondola Aristocraft

1997 Classic Flat with cable load Aristocraft

1998 Aristocraft Lil Critter Aristocraft M of W

1998 Classic caboose Arisocraft

1999 Classic hopper Aristocraft

2000 Snow plow Aristocraft

2001 100 ton hopper Shawmut

2002

2003 100 ton hopper MKT

2004 3 dome tank car Aristocraft

2005 Road Railer Amtrak

RS3 Soo Line

Boxcar Soo Line

2006

2007 2 bay hopper CSX

Evans boxcar MMS

2008 RS3 Gulf Mobile & Ohio Interstate Railroad

2 bay hopper Gulf Mobile & Ohio Interstate Railroad

East Coast Large Scale Train Show Car

Run by the Polks & Aristocraft

1999	Evans boxcar	Aristocraft
2000	Boxcar	CNJ - green
2001	Classic boxcar	Napa
2002	100 ton hopper	Reading & Northern
2003	100 ton hopper	Chessie CSX
2004	Covered Hopper	Cedar Heights Clay
2005	100 ton hopper	Western Maryland
	Long Caboose	Western Maryland
2006	40 ft refrigerator	Illinois Central
2007	40 ft boxcar	Nickel Plate
2008	40 ft boxcar	PRR
	40 ft boxcar	Seaboard
2009	Covered Hopper	Winchester & Western
	40 ft Double door boxcar	NKP
		Frisco
2010	Chemical tank car	DOW
	2 Bay hopper	Pittsburgh & West Virginia
2011	Gondola	NKP

Custom Work In July

As you know I redid my Piko 0-6-0 camelback for Steve Sanford in D & H. So to replace it on my Winston-Sakem Southbound layout, I bought a Piko 2-6-0. It is a nice looking engine but lacks smoke and sound which I can do without on an inside layout. I applied a Kadee 909 coupler on the tender and got ready to put a coupler up front when I discovered that there isn't room for a Kadee coupler. Now I am sure someone has figure how to do it, but I didn't bother to explore that on the web and most folks who own the engine probably are not interested in using the engine for switching. But the way the WSS layout is set up, one needs a coupler on both ends of the engine. Now I have a custom painted GP9 which will work fine, but I want to model the April day in 1957 when steam last ran and the 4 WSS diesel took over. The model WSS is a switching layout based on a distribution yard in Wiston-Salem where product was brought in for the stores in town.

So Ted Kline and I had been to the Great Lakes Large Scale Train Show on May 9 in Girard, Ohio. My long time friend Mike Moran was there selling trains with his Beacon Hills Trains banner. He had 2 Piko Reading camelbacks for sale and had I been smart, I would have bought one there. When I got home, a day or 2 later, I contacted Mike to see if he had sold both of them and no, he still had one for sale which I bought. I relettered it for my WSS layout and put 909 kadee couplers on both ends. The engine is back resting on my WSS engine terminal track.

Steve Sanford was looking for a 4-4-0 steam engine of the 1900 era to pull his Pittsburg Shawmut &

Northern (called the Shawmut) passenger train. Pittsburg, Pennsylvania added the "H" around 2016 because there were several Pittsburgs in the country so its mail would get to the right address.

The P S & N ran from Brockway, PA to Angelica, NY and ran through Steve's grandfather's farm in NY state. I told Steve that there were not any 4-4-0's available as I searched the internet for him. Sure Bachmann made one around 2015, but I couldn't find one looking a number of dealers, Trainz, or E-bay. Besides the Bachmann 4-4-0 was of the same era as my Eureka and Palisade 2-6-0 because Bachmann used the same boiler on both steam engines. Both actual 4-4-0 and 2-6-0's were made in the 1880's. The PS & N was started in 1900 and lasted until 1947. The railroad went from basically nowhere to nowhere by passing the major cities. Its headquarters was in St Marys and there were branches on the south end of the railroad to various coal mines in Pennsylvania and on the north end it was in New York. It did have a branch to Olean, NY and branched out to meet the DL & W in Wayland, NY and the Erie at Hornell, NY. I told Steve I had the Piko 2-6-0 and I would letter it for the P S & N RR. So I am relettering the 2-6-0, a combine, and 2 coaches for Shawmut. Now all Steve will need to do is recreate his grandfather's farm on his garden layout.

Also in July I repainted a custom painted E8A that was painted for the Wisconsin Southern and the engine was painted beautifully. The picture below shows the engine with its faint silver lettering that was custom painted by someone. If I had an E8A, I would have swapped my engine for the Wisconsin Southern engine, but I didn't nor could I find one for less than \$1000.00.



My Florida customer wanted the engine redone in Southern as he had never heard of Wisconsin Southern which is a regional railroad in southern Wisconsin running on old CNW and Soo Line trackage. My friend in Florida loves Southern trains and has about every engine that Aristocraft and USAT made in Southern except a E8A. It was a difficult engine to paint as the red kept bleeding through the white.

I finally finished it after the 4th of July and shipped it back to Florida.



The reason the engine pictures are slanted is my 1895 house kitchen floor is not level where I take

pictures of finished work for the catalog.

The rest of July besides the PS & N passenger train, I will have a Florida East Coast GP38-2, and, a LGB Swiss electric to repaint into look somewhat like a Pennsy electric.

I did also did reletter my 0-6-0 camelback Number 39 into the WSS as shown below.



I was hoping that someone would have come to my house to run trains today, but only I showed up and ran trains from 12:30 to 4 PM. I started with my new USAT CN 0-6-0T which is all metal. It is a nicely decorated steam engine and does have sound if you put the magnets in between the ties. One side will give the shrill whistle and the opposite sound, you will get a nice sounding bell, but you cannot have both sounds running at the same time. I timed the train going around my 38 feet of track with my watch. It made 2 laps in a minute. I figure it went 280 laps and that it ran about 2.7 actual miles this afternoon.





The caboose light will blink while the car is running and if you have a 9 volt battery inside, it will blink while the train is stopped.



I installed my new LGB semaphore signal this afternoon which is manual control, but can be wired.



On my raised layout I am slowly staining the wood to give the railroad some color. I started with gray stain and painted one night on the outside of the track, but I need to make it look like ballast between the ties. Then I need to apply green stain to look like grass.

I discovered that one of my USAT wide switches was jammed in one position, so I took the mechanism apart. I could not fix it, so I removed it from the USA track. I took a Aristocraft mechanism and managed to install it and now the switch works manually. I will have to take apart an extra Aristocraft switch mechanism and apply it to the engine house switch before I run again.

Then I ran my MTH 1:32 (which is not that much smaller from a 1:29 SD40) Canadian Pacific World War Two heritage SD70ACe. MTH makes the most modern diesel available - the SD70ACe - which has all kinds of features and can be run it on your cell phone including the bell and whistle. I am running my engine without sound and smoke. It negotiates 5 ft dia. curves beautifully.

Lou and I would love to have you join us on the Picnic in the Spring train ride on the Everett Railroad August 6th.

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

Cheers,
Jeff