



The Short Line

August 2025

I asked last month the club about riding the Everett Railroad on Wednesday August 6. Well none of the club rode with me, but my son in law's Matt's family did. Matt's parents, his sister's family, and Matt's kids and future spouses rode with me. They stay at a place in Treasure Lake in Dubois for a week every summer. Matt and Grace stay with me with their dog Monica as while if you live in Treasure Lake, you can have pets, but if a visitor using their accomoditions, you can't have animals.

So on August 6, everyone drove to Hollidaysburg and parked at the Everett Railroad station



shown above which the railroad built for excursions. After we exchanged a printed ticket sent to us by the railroad's ticket company or showed it on our phones, we got our actual tickets and climbed aboard the first car behind the engine. The engine was a Lehigh Valley SW9 and it was to pull four passenger cars.





The pictures, by the way were taken by family members or a friend from the Pittsburgh GRS. The Pittsburgh GRS had 18 members ride the train. I can not figure how to get my pictures off my Tracfone. We rode in the first car which happened to be somewhat of a dining car and was air conditioned. There was a table between every two seats which was fitting as it was the *Picnic at the Spring* train. The other cars included 2 coaches and a combine car with refreshments.

The ride of 8 miles or so went from Hollidaysburg to Roaring Spring and back. We rode through area that had the former PRR Car shops in Hollidaysburg, little towns like McKee, Puttstown, and Vicksburg, past a very large auto junk yard where auto have been for years, shown below



and through the woods until we got to the junction at Brookes Mills. There one line went toward Sproul and other line which our train took went to Roaring Spring and goes onward to Martinsburg. It was slightly up hill to Roaring Spring and we went past the New Enterprise Quarry. I was sitting in the car facing the engine while Matt and Grace were facing the other way. As we passed the quarry, there was a huge explosion as the quarry exploded a section of rock out of a hill. I didn't see or hear the explosion, but Matt and Grace and many of the passengers did as all of sudden I saw a huge cloud of

dust. The explosion was probably a mile from the track and is probably a weekly occurrence. The rock is taken to a crusher and piled up for trucks to take to highway projects or other uses such as railroad ballast. There is a company on the property called Penn Stress that makes bridge girders out of concrete, the concrete road dividers that you see during road construction, and other concrete shapes like culverts.



The car had very comfortable seats and you can see the tables and the family. I am the guy with suspenders, The younger folks, in their early 20's got to playing UNO on one of the tables as we rode toward Roaring Spring as the train didn't travel very fast. I am not sure whether the railroad is a class 2 or 3 rail line, but some lines have a top speed of 10 or 15 mph As we approached Roaring Spring, we passed a huge paper mill called Appvion that was in the process of being demolished. Up until 2017, it was a going concern and employed 300 people. In 2017, they had a major chemical spill into Halter Creek of 3700 gallons of a toxic chemical that killed fish and could have killed people, but they didn't report in a timely manner to the state and the state shut the plant down for failing to notify them. The plant claimed they were shutting down in 2021 because of competition and the pandemic as they hid the spill from the public. The plant closed in the spring of 2022 and is being demolished. If you are curious as I was, why was the paper mill being demolished, look up Appvion Paper Mill on the web. I found a 25 minute documentary which shows all around the mill and explains what happened .

When we got to the Roaring Spring station, folks got off the train with their picnic lunches and headed for a benches next to a beautiful pond with a fountain.



While I was sitting on the bench, I started to look around and saw the Roaring Spring Blank Book Company as the spring water from the pond seemed to go into the building and I wondered if it was connected the large paper mill. It is not and while it didn't look like anyone was in the building, later studying the structure on Google Earth showed several trucks next to the building, so then I looked up the company on the web. It has been in business since 1866 and is a family run business. You might wonder as I did why it was called the blank book Company. <https://rspaperproducts.com/>

You have probably used their products. They make composition books, blue books for colleges, art supplies, binders, custom journals, exam books and papers, filler paper, lab books, music products like books with lines in place for folks to compose songs, pencil cases, planners, unruled notebooks, engineering products, wirebound notebooks and writing pads, and more as I didn't list everything, but look at their catalog. They have most interesting building that looks like a castle which I assume is or was their office:



They built a new paper plant near Martinsburg, so I assume the nearby buildings are used for storage that you can see.

So as you can see, 11 of us really enjoyed the ride.



As mentioned above, I send the Short Line to friends and one of the them is the membership chairman in the Pittsburgh Garden Railway Society and when he read about the trip, he ask the Pittsburgh club is anyone wanted to go and 18 folks rode the train. I think they all sat in one of the coaches, but they were thankful to ride the railroad.



My daughter Grace walked to the back the car as we heading back to the station and took the above picture as you can see the railroad is in very good shape.

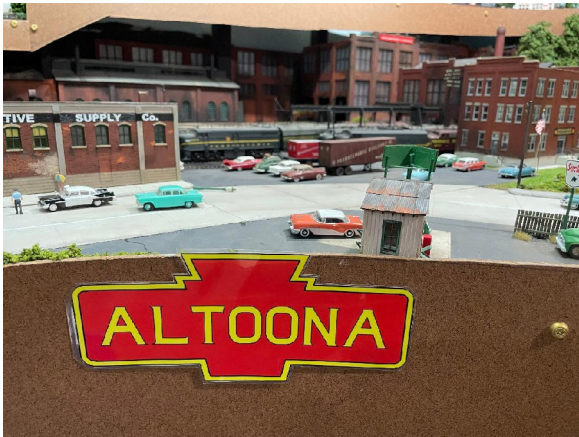
On October 15th, I am riding the *Autumn Adventure* behind a steam engine on a 27 mile round trip.
see

<https://everettrailroad.com/attractions/autumn-adventure/>

which is on a Wednesday as I figure weekend trips will be full of folks and kids. Now that school is back in session, I figure that there will be not many kids on the trip - join me and enjoy the fall colors.

Rick Imlers Rebuilt HO Layout

In the Spring I was down to see Rick Imler in Duncansville. He has a fantastic HO layout and I am amazed at his scenery skills. The following is a tour of the layout based on scenes from around Altoona and surrounding areas.



Above and to the right is the PRR Juniata railroad
ps.

sho



This is Ducansville above
and Hollidaysburg and Galitzin
on the right. Below are Hollidaysburg scenes





Above is Mount Union and the right is his East Broad Top coal mine scene which leads into Mount Union and below are his Pittsburgh scenes on the 2 level railroad.



Some day when Rick runs has garden railroad again for the club, ask to see his HO layout which he started in 2020 and has been adding to it in 2025. I like is town signs.

Additions to my On30 layout

Claremont, New Hampshire was famous for Sullivan Machine Company, textile mills, and paper mills. All the surrounding towns shopped in Claremont and all was fine until interstate 91 passed by on the other side of the Connecticut River when folks instead of shopping in Claremont, could take the interstate and go somewhere else.

The industries such as the Sullivan Machine Shop and Foundry, the Coy Paper Mill, several textile mills, and the Claremont Paper Mill all depended on railroad service. One year while traveling over on the street car tracks which the Claremont & Concord Railroad used, a Central of Georgia boxcar derailed and fell into the Sugar River. The state declared the bridge could no longer hold heavy freight cars and the railroad abandoned use of the track west of the bridge. The C & C only had the Claremont Paper Company and the LaValley Building Supply left to supply. But the Claremont mill paper, now called APC, is a going concern, but no longer rail served.

But the mill is still producing paper on my On30 layout as a tank car of starch is being delivered.



The structures on the layout are nearly done except the COY Paper Mill which will be out of sight to the right in the above picture. I am building it as a flat and soon the railroad will be scenicked and I will start operating it. The covered bridge track will hold 3-4 cars and will be used for staging.



Recent Painting Projects

I have been finishing more custom pieces in 2025. I relettered the Piko DRGW 2-6-0 for the Pittsburg Shawmut & Northern which was a real railroad from 1899 to 1947 and correctly spelled:



The engine was for my friend Steve Sanford. I also have 3 PS & N passenger cars to go for him and two very special refrigerator cars. I gave him my St Marys Brewing refrigerator as the Shawmut hauled coal and beer, but went from nowhere in Pennsylvania to nowhere in New York.

Then I painted a Florida East Coast GP38-2 which came out nice for a Florida modeler



He wanted it sent to a fellow in Ohio to install Rail Pro, so I didn't apply the handrails, but packed them in the box.

I was asked by a friend in North Dakota to paint a USA Trains extended vision caboose and painted it to look like a BNSF caboose that is on display somewhere in Kansas that looks like this:



My client in North Dakota did not want that round logo that you see in the above picture, but wanted one used on some Burlington Northern Santa Fe cars and this what he got. My kitchen floor in my 1895 house is not level as I took the picture of the car on the kitchen counter which is level.



Steve Sanford runs a long train on his new garden layout



Steve and his wife live in northeast Pennsylvania where there are not many lights, so they like to sit out at night and run a train under the stars like last night as there was a black moon and they could watch the stars and satellites go over head while the train ran.

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

Cheers,
Jeff

