

**Lehigh Valley S Gaugers  
October Meeting  
October 16th, 2005  
at  
Bill Fraley's  
Hershey, Pa.**

The LVSG meet at Bill Fraley's started out with snacks and the running of trains on the Jefferson Central. Once the everyone had arrived, we immediately left for Tom and Ann Ebersbach Train shop in former Reading Railroad's Palmyra's Train Station. <http://www.palmyratrainshop.com>

Tom and Ann welcomed us and gave a complete tour of their shop. The LVSG gang purchased a lot of scenery details. Also of interest is the very large building out back, that could very easily be converted into a large layout room. After our tour of the Train Shop, we went to the eastern end of Palmyra and toured a large grain elevator.



Then back to Hershey and our business meeting.

Present: Jamie, Dave, Bill, Frank, Tom, Bert, Barry, Roy, Stan  
Meeting brought to order @ 3:00 Bill 1st, Bert 2nd

Stan read the minutes from the last meeting. Motion to accept.  
Bill & Bert

Treasurer's report: balance \$xxxx. Motion to accept. Bill & Bert  
Old business: Hoppers still coming in Christmas. Bill made the motion, Bert 2nd, that club members can purchase a hopper at \$30;

non club \$40.00 + postage. Motion carries. Jamie will check on postage costs and also make up a flyer.

Flyer could be added to LVSG website.

Next meeting 11/20/05 @ Stan's.

Motion to adjourn @ 3:29 Bill & Bert

We capped off the meeting with a nice dinner at the Cocoa Grille, Hershey, Pa.



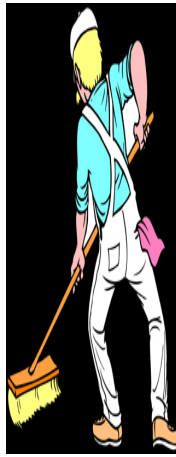
Tom and Ann Ebersbach, showing two very valuable antique metal automobiles



Tom showing LVSG Tom Maurer and Dave Heine the original blue prints for the Palmyra Station



Just waiting for model railroad



Palmyra Feed Mill loading docks



Looking down into the loading pit!



Working overtime on the Labor Day 2005 weekend the road construction crew managed to lay the track over the new trestle and the truss bridge with cord straddling tension rods.

Tuesday morning the first train went up the **Fiddle Hill** branch, which had been shut down from the day after the NASG convention. The engineers had blasted out a whole section of the line a little over 200 scale feet long that was just flex-track laid on Homabed over 1/2" plywood up on a couple of braces. You can just see part of the remains on the ground in front of the trestle. New is the trestle to the right of the mountainside. the truss bridge and the concrete arch bridge at the right end.

A big thanks has to go to Mike Barrett of Black Bear Construction, who provided the jigs for the trestle bents and the truss bridge, along with all the needed material. I have a file a half inch thick of e-mails between me and Mike with instructions and help of all kinds. Mike even laid awake one night thinking through one answer. You can see that the truss bridge crosses the double track main lines at a 45 degree angle. Early on the morning after I asked for the advice there was in my e-mail a set of drawings showing how to skew that bridge. If you are interested I will take close ups to show how to do it.

We weren't as lucky with the concrete arch. The track there curves so a deck bridge would have been nice there. There is a neat deck bridge off the left of what is pictured in the attachment. There it was just widened slightly to handle a curved track, but the ends were square to the track, not angled, so it was easy. Mike and I couldn't figure how to skew a deck bridge easily so I resorted to the concrete arch.



Anyway, the big news is the **Midland Pacific** is back in operation and visitors are again welcomed.

Regard"S" to all,  
Wally