

PRR Northern Central Set in September 1956			Open for Viewing (free)		Operating Sessions (\$10.00 charge)	
Owner: <i>Jim Tavena</i>			Date(s)	Time(s)	Date(s)	Time(s)
O	1900 Sq. Ft.	Trackwork and electrical 95%, scenery 65%	Thursday	10a.m.– 1p.m.		
Accessibility: Layout is in the basement which is accessible from outside. Handicap accessible. NOTE: Ford Colony is a gated community. The sagged gate is on the corner of Fords Colony Drive and John Pott. Please, give my name and address to gain entry.			25 Guests at a time around layout			

Description: Representing the Susquehanna Division in 1956/57 to capture the steam to diesel transition. The main includes the large yard in Northumberland, PA. It forms a folded loop in the center of the room and includes an eight track, hidden holding yard below the yard. The main line features double bridges over the Susquehanna River, and a large engine terminal,



The layout also includes the Shamokin Branch to Mount Carmel which travels completely around the outer wall passing through Reed, Crowl, Paxinos, Weigh Scales, Shamokin and the Glen Burnie Colliery. Entering the layout room, you walk under a bridge carrying the Shamokin Branch up to the ceiling, where it ends in a holding loop (Mt. Carmel) of 6 tracks.

The scenery is about 65 percent roughed in with curving dividing walls separating the various scenes. Used photo backdrops to good effect. Ballasted and weathered

tracks in most areas. Equipment has a heavy emphasis on freight as there was only one through passenger train in my era. The cars feature unique freight carloads and are also growing in numbers of weathered ones. Power is a mix of first-generation diesels, and steam, with several of the H1's modified for unique engines. Some early second-generation units are also showing up – like RS11's and RS12's.

