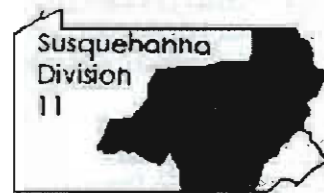

Susquehanna Sidetracks



Serving the Susquehanna Valley, MER, NMRA, Inc.

Official Publication of the Susquehanna Division 11
of the Mid-Eastern Region,
National Model Railroad Association

October 2003
Volume 11, Number 3

Please visit the Official Division web site at <http://moosevalley.org/nmra/index.htm>

I hope you enjoyed your summer. Now that fall is upon us, this could only mean one thing... time to get back to model railroading!

I would like to thank Bill Fraley and Rich Barth for hosting the division meet in May. For those of you who missed it, you missed two great layouts. I learned a lot of things about S scale, thanks to Bill, but I think I will be sticking with HO for now. I was really impressed with Rich's collect of trains. If you haven't attended a division meet lately, your missing out on the fun!

AP – Chief Dispatcher

Are you interested in getting you MMR? Would you like to earn your Chief Dispatcher certificate but don't have a railroad to operate on to earn the hours needed? Well, here is your chance. Bob Martin has made available his railroad, Central Pennsylvania Railroad (CPRR), to any Division member or, for that matter, any

NMRA member. Some of the requirements can be accomplished anytime. For example, the hours required for Engineer or Yardmaster can be done almost any time, day or evening or on weekends since Bob is retired and home most of the time. Dispatcher and Hostler would have to be done during an operating session. If you would be interested in taking Bob up on his offer, please feel free to contact him at 717-848-3640 or cprbross@aol.com.

If there are others out there that host operating sessions and are willing to open them to the division members to earn their Dispatcher certificate, please let me know and I will pass it along to the members.

Next Division Meet Scheduled

The next Division 11 meet is scheduled for Sunday, October 19th from 1 to 4 PM at Nick Kulp's Cornwall Railroad in HO scale. Make plans now to attend! For more information and directions, please see page 3.

Down the Tracks

Great Scale Model Train Show
Timonium, MD
October 11-12, 2003
9 AM – 4 PM Saturday
10 AM – 4 PM Sunday
www.gsmts.com

Potomac Junction
MER Fall 2003 Convention
Reston, VA
October 10-13, 2003
<http://members.cox.net/chyde/PotomacDivision/Potomac-Junction.html>

**East Broad Top Railroad's
2003 Fall Event**
Orbisonia, PA
October 11-12, 2003
9:30 AM – 3:20 PM
Night Trains on Sat. 6:45 & 6:55
Phone: 814-447-3011
Email: ebtrr@innernet.net
www.ebtrr.com

Railroad Prototype Modelers
Desmond Great Valley Hotel
Malvern, PA
March 26-28, 2004
phillynmra.org

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Submissions: The Susquehanna Sidetracks welcomes any model railroad or railroad related material. Members are encouraged to send in articles, letters to the editor, reviews, etc.

Super's Corner – Brian Brandt

Greetings, I know it has been a while since we have been in contact. My work has been very time consuming. Since last time, we held elections for our directors. I am very pleased to say that the response was great! Our Directors are repeating their terms for another two years. They are: Scott Turner, Alan Frame, and Bruce Allison. Congratulations! Remember it is not too soon to think of our next elections in April for Super, Asst Super and Clerk/Paymaster. I also want to thank Bill Fraley for his hospitality in May.

We are trying something different this time, a Sunday meet. I realize that there may be other obligations for your time. But this was the only time that we could make arrangements to see the layout. If anyone has any ideas for a meeting, please contact any of the Directors.

Brian

Potomac Junction – MER Fall 2003 Convention

The next Mid Eastern Region convention, Potomac Junction, is scheduled for Oct. 10 – 13 in Reston, VA at the Sheraton Reston Hotel and will be hosted by the Potomac Division. This is Columbus Day weekend, so the convention will be an extra day **than** normal. This convention will have plenty to offer, like **hands**-on clinics, exceptional home layouts (some of which have been covered in Model Railroader and model railroad videos), the infamous Bob Charles Auction Team, a white elephant table, prototype tours, maps to area rail fanning locations, a banquet, the usual modeling contests (so bring your models to be judged) and much more. There is still time to sign up for the convention, so if you haven't already made your plans to attend, do so now.

More information about this convention can be found in the September issue of The Local or on the internet at the convention web site:

<http://members.cox.net/chyde/PotomacDivision/Potomac-Junction.html>

Susquehanna Division 11 is pleased to announce the next division meet will be held at Nick Kulp's HO scale Cornwall Railroad on Sunday, October 19, 2003 from 1:00 PM to 4:00 PM. Nick will give us a tour of his railroad and explain how he does his operating sessions. He will also go into detail about his computerized dispatching system (CTC) which is used to control the mainline turnouts and the signals on his layout. For those who are interested in adding working signals to your railroad or a CTC, this is a great chance to see a working one and to ask questions. You will even have a chance to run a train or two (if you have a Digitrax throttle, please bring it along).

Cornwall Railroad:

The layout is based on the Cornwall Railroad serving the Cornwall Ore mines and the Bethlehem Steel concentrator plant in Lebanon, PA. The main purpose of the railroad was to haul iron ore from the open pit mine at Cornwall, PA to the Concentrator plant in Lebanon, PA a total of 6 miles from point to point. The PRR Lebanon Valley Branch paralleled the Cornwall from Cornwall Junction to 16th and Scull Streets in Lebanon. My goal is twofold, one is to operate a captive service railroad from Cornwall to Lebanon and service the Bethlehem Steel plant and concentrator plant. Trains consist of 12 ore cars and one locomotive. The empties start at the BS plant in Lebanon and are taken to the mine. At the mine, loads will be pulled from under the tipples and placed on the departure track and new empties will be placed at the empty storage sidings beyond the mine. The mine switcher will perform all car movements and the road engine will simply bring empties and take loads. Outbound loads will be taken to the concentrator plant to be cycled with processed pellets. Pellets will be taken to the BS plant and the cycle will start over.



The PRR portion of the layout will start at Conewago and terminate at the West Lebanon Yards. Switching areas Colebrook, Quentin and the Calcite Quarry will be switched along the way by locals from either Lebanon or Conewago. Joint Reading and PRR crews will switch industries in Lebanon and outbound PRR traffic will return to Conewago. Interchange will take place with the Reading RR at the West Lebanon Yards. Loads bound for Lickdale and North will be serviced by Reading crews.

The layout is designed as a point-to-point railroad. A car-card system will be implemented for traffic and operation. Staging yards are placed at the end of Conewago and Tomaqua for additional capacity.



The control system is Digitrax Digital Command Control (DCC). A Computer Graphic Dispatcher's panel controls all mainline turnouts via DCC and the rest of the turnouts are controlled by Caboose Industries Ground Throws. Several switches have been scratch-built due to the unavailability of commercial turnouts that meet requirements. And a Completely computerized signaling system.

DIRECTIONS:

560 Windy Hill Road
Shermans Dale, PA 17090
(717) 582-8797

From Harrisburg and East:

1. Take Interstate 81 South toward Carlisle
2. Take Rt. 114 Mechanicsburg exit
3. At the top of the exit ramp, turn right to Rt. 944 (Wertzville Rd.)
4. At Rt 944 intersection (stoplight) turn left
5. 3.4 miles look for Regency Woods Trailer Park on right SLOW DOWN (BEWARE of SPEED TRAP on left)
6. In less than 500 feet there will be a 4-way intersection, bear right up the steep hill
7. In 1.2 miles you will reach the top of Sterrett's Gap. (Stop sign) Bear right on Rt. 34
8. In 3.4 miles you will reach Windy Hill Rd. Prior to Windy Hill Rd. you will pass the Sportsman Inn on the left, the Pandemonium Bar on the right, the Exxon Station on the right, Cross Rt 850 at the Shermans Dale Plaza, and cross Sherman's Creek. Windy Hill Rd. will be the next intersection after the creek, slow down and prepare to turn right.
9. Follow Windy Hill Rd. for 1.4 miles. You will pass a trailer Park on the right just before Nick's home.
10. An old barn on the right after the trailer park is directly across from Nick's house. The Pine trees he planted in 1991 screen the house pretty well and you might miss it. Look for the BARN.
11. Pull up the driveway and park behind the house.
12. Ring the bell, don't try to pet the dog, come down into the basement

From York:

1. Take Interstate 83 North to Rt. 581 West (Get in the left hand lane after you pass the Turn Pike entrance).
2. Follow Rt. 581 West to Interstate 81 South towards Carlisle (left hand lane exit). Follow the rest of the directions above from there.

From Lancaster:

1. Take Rt 283 North towards Harrisburg
2. Take the Interstate 283 North Exit
3. Take the Interstate 83 South Exit towards Harrisburg
4. Follow Interstate 83 South across the Susquehanna River. After the river continue onto Rt. 581 West.
5. Follow Rt. 581 West to Interstate 81 South towards Carlisle (left hand lane exit). Follow the rest of the directions above from there.

Nick's request: In the event of bad weather, my driveway is pretty muddy. If you need to use my bathroom before you come downstairs, PLEASE remove your shoes inside the door before you go past the kitchen. The clay mud stains the carpeting permanently. Put them back on before you come downstairs. My wife's tolerance is what keeps these sessions going.

Susquehanna Division Meet Saturday, May 17, 2003 Recap by Bill Fraley

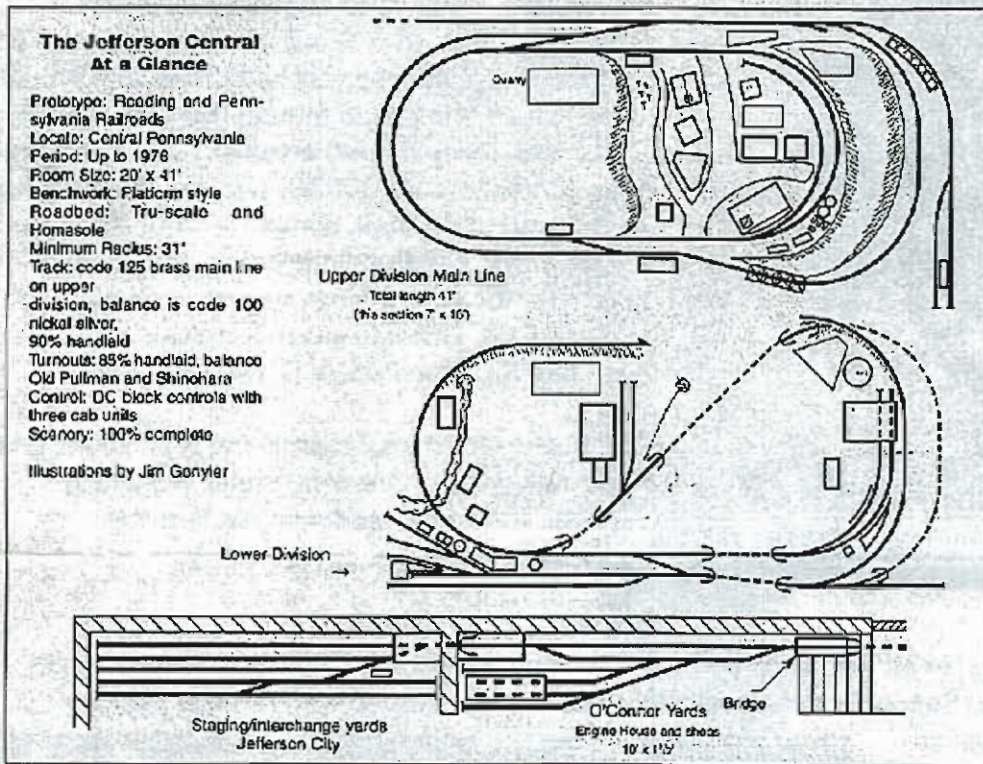
I thought I was well prepared for at least two dozen visitors for my inaugural Susquehanna Division meet. Mary and I had bought a big tin of Butter Cookies, Soft Drink and Coffee for our anticipated meeting. That morning I went out front and hammered the Cross-Buck into the ground, opened up the side door and thought, Cheeze what more can a guy do?

I had just recently rebuilt my Cross Buck and was anxious to use it! Which brings a question to

mind.....Didn't Cross Bucks at one time read STOP - LOOK - LISTEN?

I also had all kinds of S scale brochures to hand out, special prizes for my contest and Hershey Candy bars for everyone who attended. Yes, I know, old Bill is still trying to proselyte his fellow none S gauge model railroaders. Ho-Hummmn....

The Jefferson Central is a rather large layout. Yes, even in 3/16th S scale it is large. [Just think how large it would be in HO, or even better yet, N gauge.] The model pike runs the length of the basement and at one



section; it spreads out to 7' x 16'.

I started building the model railroad in its present location in 1974. Hand laid track over the years takes a real beating. So, the week before the meet, I have to get the trains up and running just to make sure all is well.



Just as you would have it, I had to rebuild a four foot section on the O'Connor Yards branch line. Then I also had to rewire it. This took about a week until the Jefferson Central work crew gave the OK to run on it again.

Since the May 17th meet, we have had other visitors. I had to rebuild another section, which was in a very non-accessible location. Meaning, I had to remove two feet of mountain

and rebuild one turnout and completely replace another. It was at least two weeks until I was given approval to run that section again. Those of you may remember that area. It is to the right front of the layout where the upper runs down to the lower division.



Why do I go into all this? Just to tell you that; (1) It ain't easy to run a large model railroad in any gauge. (2) Things do go wrong, just like on real railroads (3) That there are real understanding and patient model railroading brother and sisters out there.

In our gauge we have an ongoing list that we S Gaugers can go to daily. [S-Scale@yahoo.com] I went to my fellow S scale modelers and asked, anyone out there have an extra # 6 left hand turnout that they want to move? [Otherwise, I would build my own.] The following week I received two #6 code 100 NS turnouts [One left hand and one right hand] in the mail, compliments of a donor. While they were free, I did send the donor something of value in return for the favor. Now, we just can't place the turnout on the layout. I have to attach it to scale ties and so on. (You can buy RTR turnouts in S if you so desire.)

Yes, that's what model railroading is all about, good old fashioned fellowship. One trying to help another, regardless of the size of the model railroading they personally are in.

I want to say, "Thank You" to all who attended the meet. Congratulations to those of you who won those beautiful California Orchard Supply Warehouse 2003 Calendars, just loaded with railroad paintings. [I just pulled the June center fold, and am getting it ready for matting and framing.] I hope that you shared the candy bars with the little lady at home.

Hey, wasn't that a great adventure over at Rich Barth's after lunch? Ever see a collection like that? Rich's HO layout is coming along nicely too!

Thank"S" again, and when in Hershey, give us a call!

"S"ee ya,
Bill Fraley



NATIONAL MODEL RAILROAD ASSOCIATION
MID-EASTERN REGION
SUSQUEHANNA DIVISION #11
REVENUE AND EXPENSE STATEMENT - CASH BASIS
FOR THE FISCAL YEAR JULY 1, 2002 TO JUNE 30, 2003

BEGINNING CASH BALANCE - JULY 1, 2002 \$1,618.59

REVENUE FOR THE FISCAL YEAR

SUSQUEHANNA DUES	\$ 198.00	
DONATIONS	28.00	
STRASBURG TRAIN MEET	22.00	
INTEREST INCOME	<u>2.52</u>	
TOTAL REVENUE RECEIVED		<u>\$ 250.52</u>

TOTAL CASH AVAILABLE \$1,869.11

EXPENSES FOR THE FISCAL YEAR

POSTAGE	\$ 165.96	
PRINTING SUPPLIES	11.23	
BANK CHARGES	6.00	
STRASBURG MEET EXPENSES	<u>37.50</u>	
TOTAL EXPENSES		<u>220.69</u>

ENDING CASH BALANCE - JUNE 30, 2003 \$1,648.42

WAYPOINT 90 DAY CERTIFICATE OF DEPOSIT	\$1,200.00	
UNRESTRICTED FUNDS - GENERAL USE	363.42	
RESTRICTED FUNDS - MAILING PERMIT	<u>85.00</u>	
TOTAL - ALL FUNDS		<u>\$1,648.42</u>

RESPECTFULLY SUBMITTED,



PAUL F. TICE, P.A.
CLERK/PAYMASTER - SUSQUEHANNA DIVISION #11

AUGUST 7, 2003
YORK, PENNSYLVANIA