

Susquehanna Sidetracks

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

<http://moosevalley.org/nmra/index.htm>

"Serving the Susquehanna Valley"

MARCH 2006

VOL. 14 ISSUE 1

Susquehanna Division 11 is pleased to announce the spring division meet and layout tour on Saturday, April 29, 2006. The day will consist of a brief meeting, three layouts to visit and two clinics.

The layout tour will start at Bob Martin's Central Pennsylvania Railroad (CPRR) in HO scale at 10 AM. While visiting Bob's railroad, there will be a short meeting to bring you up to date on the division and the NMRA. After the meeting, Dave Trone will present a clinic on how to hand lay turnouts. On his previous layout, West Penn in HO Scale, Dave hand laid over 180 turnouts, both straight and curved ones. Dave is in the early stages of building a new West Penn in his new home. Dave has even hand laid a few turnouts on Bob's railroad, so you can see some of his completed work first hand. Around noon we will break for lunch on our own. The layout tour will continue at 1 PM at Jeff Warner's PRR/RDG/WM South Central Region Railroad in HO Scale. Then around 2:30 PM the tour will move to Jerry Britton's PRR Eastern Region Railroad in N scale. Jerry will present a clinic on the JMRI's PanelPro for computer control of a model railroad. If you are not familiar with the JMRI software, please visit <http://jmri.sourceforge.net> for more information and to download the software free of charge.

Bob Martin's Central Pennsylvania Railroad (CPRR) in HO Scale

The CPRR is a large, 17' x 40' switching layout with excellent scenery and for those that have seen Bob's railroad before, a lot of scenery changes have been made

including the last major unfinished part of the layout being completed along with additions of rolling stock and locomotives, including sound. Digitrax DCC is used to control the layout.

Jeff Warner's PRR/RDG/WM South Central Region Railroad in HO Scale

Jeff's railroad is built for operations first and scenery second. It is 22' x 36' on 2 levels. Digitrax Radio DCC with C/MRI for computerized CTC signaling is used to control the layout. Scenery is about 75% complete. Jeff describes his railroad as "Proto-freelance" – combining aspects of both prototype (operations, locations and industries) and freelance (scenery). He models from Baltimore, MD to Enola/ Harrisburg/ Rutherford, PA with 3 railroads. PRR runs from Baltimore to Enola/Harrisburg with a branch to Lancaster (Port Road). WM runs from Baltimore, MD to Lurgan, PA (Shippensburg) with branches to York and Hagerstown/Cumberland, MD. RDG runs from Lurgan to Rutherford. Rutherford yard and Enola yard are combined on the layout at one location.

Jeff has over 400 freight cars, over 100 engines (steam and diesel), and over 30 passenger cars.

For more information about Jeff's railroad, including photos and his track plan, please visit <http://jwarner.pennsyrr.com/index.html>

For information about Jerry's railroad and directions to Bob Martin's house, please see page 4.

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Official Newsletter of the Susquehanna Division 11
Mid-Eastern Region, NMRA

The Susquehanna Sidetracks welcomes any model railroad or railroad related material. Members are encouraged to send in articles, letters, reviews, photos, and other items to the editor.

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Visit us on the internet at:

<http://moosevalley.org/nmra/index.htm>

For information about upcoming events, links to web pages for upcoming conventions, and for an electronic copy of this newsletter.

Super's Corner

By Scott Turner

Is spring finally here? The calendar says it is, but you wouldn't be able to tell by the weather. I'm ready for winter to be over.

I had a lot of fun at our division meet in December. It was great to meet a lot of you and to catch up with those I have not seen in awhile. Hopefully you found the day enjoyable as well.

We have another exciting meet scheduled in April. I hope you are making plans now to attend. I know I am looking forward to the clinics. I have no experience in hand laying track, so I look forward to Dave Trone's clinic. I already use JMRI's Decoder Pro to program my decoders, but I have no experience with the other parts of the JMRI application. Jerry Briton will show us how JMRI's Panel Pro works and how he is using it to control his railroad.

It's time once again for Division Officer Elections. The following positions are now up for election, Superintendent, Assistant Superintendent, and Chief Clerk. If you are interested in running for any of these positions or want to find out more about them, please contact me. The elections will be held later in the spring.

We are always looking for ideas for Division meets, people to help organize a meet, people willing to open their layouts for us visits, or even to present a clinic. If you have any suggestions or are willing to help in any way, please contact me.

I hope that you will be able to attend the division meet on April 29th. I look forward to seeing you then!



July 2 - 9, 2006
www.ij2006.org

Modeling Water

By Bob Martin

What is described in this article can be found in any number of modeling magazines, internet forums, video's, etc. But, how many of you can actually say you tried it? I did, and I'm going to tell you about it.

I like Envirotex for flat water. It's not expensive, mixes easy, can be tinted, doesn't have an odor and doesn't shrink. For falling water, I use clear latex caulk brand name DAP Dynaflex 230 Latex Sealant; pricey but works great.

Many years ago, for my first try making "water" for a pond I used clear polyurethane with a hardener added that I had left over from finishing some stairs. It worked and was reasonably effective but it did not have depth.

My next try at a water feature was in November 2005. That's when I tried Envirotex. Rather than experiment, I jumped right in and bought, mixed, and poured. And, miracles of miracles, it worked great! The area I did was under a wooden trestle next to a stone retaining wall with a fairly large drainage pipe that channeled water from that model railroad "never-never" land into the "river". The usual accumulation of junk; old tires, railroad ties, spikes, tie plates, etc, was placed on the river bed first. Stuff that goes on the bottom of the river must be glued in place before the pour. Stuff that goes on top or floats must be added after the pour.

Several friends, MMR Charlie Potter, Bill Strickler, and I had been working or I should say re-working that area for about a week and when we got to the final stop, the water, we couldn't quite figure out how to dribble the Envirotex out of the drain pipe to the river below; especially since it was behind a tall wood trestle and only accessible from the trestle side. We discussed several ideas and I decided to use clear latex caulk instead of Envirotex. I laid out a bead of caulk about 7-8 inches long on a piece of waxed paper, slightly smoothed it but left a bumpy texture and let it dry. The next day it looked pretty good. I hi-lighted the high spots by dry brushing with white paint and then stuck one end wet with ACC into the drain pipe letting the other end free fall into the "river". Worked great and looks great. The only negative is that I did not tint the Envirotex and wound up with really clear clean water.

The biggest problem I had was making sure the area into which the Envirotex was to be poured was absolutely tight in other words, no leaks! Hah, I said, not a problem. All I have to do is build a dam. Wanna bet?! The mess wasn't too bad, I did have newspaper on the floor and of course it got moved and the stuff dribbled onto the concrete floor anyway. And it ran down the side of the fascia too. But all in all, not bad for the first time. A word of caution, when this stuff gets on something it should not be on, clean it up immediately! I did but missed a spot that is still there and will probably be there forever.

In February 2006, I started work on the last large unfinished portion of the CPRR. The scene called for a saw mill and coal mine breaker/tipple and associated tracks in a valley. The saw mill needed a way to receive its' supply of logs and although there was a logging railroad a few HO feet away it was a vertical separation and the geography of the layout wouldn't allow the log road to connect horizontally. Plus, the logging road was analog and the rest of the railroad is DCC and that, folks, doesn't mix! But that's another story for another time. So, what to do? Ah hah, why not dump the logs from the log buggies on the logging railroad to a log pond next to the saw mill below.

So I set about making the log pond. I did not have a lot of room so I resorted to the mirror trick in an attempt to make the log pond look bigger. I used clear latex caulk to fasten in the mirror and attach it to the backdrop. Of course the caulk also served the purpose of sealing that end of the pond. Thank goodness it worked because there are five tracks on two levels below the pond. At the other end of the pond, I built a retaining wall from homemade plaster castings. I set the castings into a bed of caulking to prevent leaks. I guess I didn't use enough caulk because the seal did not work but no harm done. I'll explain that later. The other sides of the pond were a hill and the saw mill log dock. The dock was also sealed with caulk and the hill did not present any potential leak possibility.

With the pond sealed, or so I thought, I mixed the Envirotex. This time I wanted a scummy pond look so I mixed in one small drop of Polly S Great Northern Empire Green paint to two ounces of the Envirotex

mixture. The look I got was exactly what I was looking for; brownish green and somewhat opaque. After mixing the Envirotex I poured it into the pond and pushed it around to ensure proper coverage. Then, I added logs and other debris such as floating bark to the surface of the "water". The bottom of the pond was already textured from the plaster applied and had been painted earlier. The result was logs that look like they're actually partially submerged but are floating in the water and other assorted debris commonly found floating in a log pond. Even though the depth is only about 1/8th inch, the pond looks deep. I was pleased with the result.

One result I wasn't pleased with initially on the log pond project was the Envirotex leaked under the retaining wall that I thought was well sealed. I covered some of the leakage with foliage but left some of the "water" exposed. The result is a few small puddles of water and is very acceptable.

That's my "water" story. If you have never tried Envirotex and clear latex caulk, go ahead, and take the plunge. It's cheap, easy and effective and the result is great. See for yourself at the upcoming Division 11 meet April 29.

Division Meet & Layout Tour - Continued from page 1

Jerry Britton's PRR Eastern Region Railroad in N Scale

Jerry's railroad is built for operations. Vignettes of the route from Harrisburg to Cassandra are depicted with many laid directly on properly scaled valuation maps (see "Model Railroad Planning 2005"). Approximately half of the expected 350 foot four-track mainline is in place; however, the use of branch line connections already allow for operations and continuous running. The layout is powered by Digitrax DCC with radio. The Java Model Railroad Interface's (JMRI) PanelPro module is used to provide CTC control via two 20" computer screens. More info and photos can be found on the internet at <http://kc.pennsyr.com/layout/>

Directions to Bob Martin's CPRR:

45 West Locust Lane
York, PA 17402
717-848-3640

From Route 30: Turn north on to N. George St (left if eastbound & right if westbound); go about 1 & 7/10 miles to Longview (on left at Appliances Unlimited); left on Longview to stop sign (Locust Lane); right on W. Locust Lane; third house on left at red caboos mailbox. Go around right side of house and enter through screen porch.

From I 83 Northbound: Exit 22 (old exit 10); north on N. George St/PA 181 for about 9/10 mile to Longview and follow directions above.

From I 83 Southbound: Exit 24 (old exit 11); turn left at light; go about 9/10 mile to signal light at "T" intersection (George St); right on George St for about 9/10 mile; just before top of hill turn right on to W. Locust Lane. Third house on right at red caboos mailbox.

Park in Bob's driveway or along the road. Be sure to pull off the road as far as possible. Please don't block neighbor's driveways or mailboxes.

CAUTION: WHEN LEAVING, NO LEFT TURN ONTO GEORGE ST FROM LOCUST LANE. GO TO LONGVIEW (ABOUT 200' WEST) AND TAKE LONGVIEW TO GEORGE ST). RIGHT TURN FROM LOCUST LANE ON TO GEORGE ST IS OK.



Station at Lewistown, PA – December 10, 2005



East bound NS coal train east at Lewistown Station - December 10, 2005



Mifflin County Model Railroad Club Lewistown, PA – December 10, 2005



Mifflin County Model Railroad Club Lewistown, PA – December 10, 2005



Todd Treaster's N scale model railroad – December 10, 2005



Todd Treaster's N scale model railroad – December 10, 2005

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