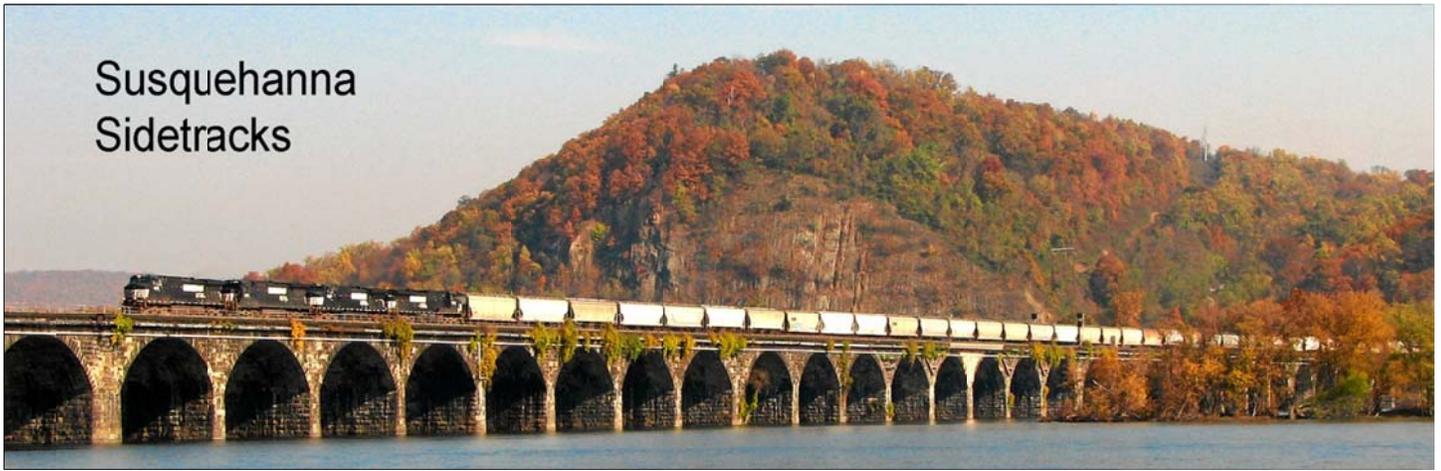


Susquehanna Sidetracks



Official Publication of the Susquehanna Division 11 of the Mid-Eastern Region of the National Model Railroad Association
<http://www.susquehannanmra.org> October 2010 Volume 18 Issue 4

A Day in the Life of a Dispatcher

by Wayne Betty

Hello all, my name is Wayne and I am a dispatcher for the Reading Railroad and Western Maryland Railway. My shift rotates on a monthly schedule and today I am reporting for duty at 0330 Dark for the first shift that starts at 0400. Is it strange that the clocks, no matter what shift it is, always say 1000? (ed note: it has to do with not having a fast clock...but that's another article). The superintendent (Mr. Warner) gives me my instructions and informs me that we are short of crews today and there are also 3 trainees on the division.



EDGE is also the beginning of double track to Porters where the branch to York and the mainline to Baltimore meet. I also give verbal clearance for the York branch, which consists of three manual block running tracks.

My direct CTC controlled territory includes the main line from just south of Reading, PA, through Rutherford, PA – a major classification yard with most freights stopping here to drop off or pick up cars. South of Rutherford is a major interchange with the PRR at Lemoyne. Past Lemoyne we have double track to Carlisle. Continuing south we pass the under construction engine facilities at Lurgan then onto Edgemont, where the WM has a branch to Hagerstown and Cumberland.

Continued page 3

Banner photo courtesy of Christopher Muller, SteamPhotos.com. CTC photo by Jeff Warner.

Susquehanna Sidetracks

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Division 11 Happenings

Jeff Warner

Well, another year is coming to an end. While we don't have any more events scheduled for this year (we are working on a few for next year), I want to point out that there are a lot of model railroading events happening in and around the division that are not sponsored by us, but may still be of interest to you. These may be found on the "Other events near the Susquehanna Division 11" page of our website. As I find out about holiday open houses, I will also add them to this page. So, I strongly recommend you check back from time to time to see if there is some model railroading event near you that you'd like to attend. Also, if you know of an open house or other event near our division, please let me know and I'll add it to the website so others can attend also.

We are always looking for ideas for future events. If you have a model railroad you would like the division to come and see or have another idea for an event, please let me know. I'd be happy to set up the event, but many times, I am unfamiliar with the areas of the division further from the York-Harrisburg area. Even in the York-Harrisburg area, I'm sure you noticed we tend to go back to the same model railroads every few years. I'd like to go different places as much as you would...BUT I NEED HELP FINDING THEM!!!

I included something new (at least I think it is) in this issue...a review of 2010's events. I hope this will give those of you that do not regularly attend events and idea of what we do and hopefully give you the incentive to come to one or more of our 2011 events.

Per our new advertising policy, you will notice that there are two advertisements at the back of this newsletter. PLEASE let these people know you saw the ads here and that their money was well spent. Their support helps off-set the costs of printing and mailing the newsletter, with any surplus going into the general fund. Please support them as they are helping to support us.

As this is the last newsletter for 2010, Linda and I wish all of you safe and happy holidays. The next newsletter will be published next spring when we have at least one finalized event for 2011.

Thanks for reading this far – Jeff Warner

A Day in the Life of a Dispatcher continued

For the first shift today I will have 3 scheduled passenger trains, a local to York, a transfer from Rutherford to Enola and return, a transfer from Reading to Rutherford, two Reading Alpha Jets, two WM Alpha Jets and a run through train handed off from the Norfolk and Western at Hagerstown that runs to Reading along with other traffic to and from all points along the road.

First up is CSD-95 (a hot-shot Central States Dispatch train) out of Cumberland, MD. Al Wolfinger is the engineer with WM GP7 21 in the lead. The train pulls south out of Cumberland, gets the clear signal at TOWN and pulls south onto the main line at EDGE. I lined him up out of Cumberland through TOWN, then I set up the EDGE interlocking so that he can come off the Hagerstown Branch and onto the south bound main line. He will tie down his train and disconnect the power so he can run around the train (ed note: the leg of the wye connecting to the northbound main didn't fit in the room, so the run-around move is required instead) and pull it north to Rutherford and then on to Reading. I route the CSD-95 power towards York so that it will not interfere with the Baltimore yard traffic. While CSD-95 is moving out of Cumberland, its southbound counterpart, CSD-96, has left Reading and is working Rutherford. Then it will head south to Baltimore. Working up the Norfolk and Western from Shomo Yard in Hagerstown is HNW-51 which will drop its N&W power at Hagerstown and pick up Reading Power for its trip to Reading. The Reading is also sending HNW-52 south about this time too, It will travel south with two RDG GP7s on the point and do the reverse move at EDGE to then travel north to Hagerstown. The HNW-52 will swap out its RDG power for the N&W power that came in earlier on the HNW-51. Once the power and caboose swap is complete the crew will head off to Shomo. As this is going on, Linda delivers a round of cookies for the soon to be overworked dispatchers – thanks Linda (ed note: she brought drinks too!!!!).

The night shift at Baltimore was busy getting Advanced AJ-1 assembled so that the first shift just had to do some minor classification and get the locomotives on the train. Today yardmaster Bob Lyter assigns Reading T1's 2111 and 2113 to get the Adv AJ-1 up to Reading. The train was maxed out with tonnage today so Engineer Larry Reynolds was given the railroad from Porters all the way to Lemoyne, so that he could make a run on the hill. Well, gravity won the day about halfway up the hill to Lurgan. Because we are short of crews today, there was a wait for a crew to finish up at Baltimore so they could be taxied out to Porters where the WM keeps a set of 3 FAs for just this occasion. Having just completed his qualifying run, new engineer Doug Kirkpatrick earned an extra day's pay for running the helpers. When Doug radioed in that he was ready to proceed, I lined him up for his trip up the hill. After talking him past the stop signal at EDGE and making sure that he was ringing his bell and blowing his whistle to warn the crew in the caboose that he was coming. After coupling up, permission was given to proceed north and, additionally, that the helpers should stay on until they cleared the interlocking at LEMO.

While all this is happening up North, I release the TB-2 from Cumberland, (the route is set up from TOWN to the PORTERS interlocking). While the TB-2 is working its way south, I call up the Baltimore YM to get permission for the TB-2 to enter his yard. So I complete lining the route for the TB-2 and let the engineers know that they will be going right into the Baltimore yard.

Next , I have to get the York/Hanover local running. In order to get all the trains in and out of York and have time to complete their jobs, the superintendent has set up a suggested schedule. The schedule helps keep the locals out of the way of the passenger trains as well as slips our trains over a short section of shared track with the PRR on the ex-Northern Central route in York. The HY-2 leaves Hagerstown close to his scheduled 1130 departure time. I line engineer Ray Fisher with his two WM Alco S2s through EDGE and up the York subdivision at PORTERS. Giving him permission to occupy the Porters, Spring Grove and York runners to do his work, my instructions also include a note to the crew that they must contact the PRR dispatcher for permission to operate on their line. I contact the PRR dispatcher to let him know that there is a train coming towards York and that the crew will be calling him shortly via telephone.

I have several crews available currently, so I crew up the AJ-2 out of Reading with engineer Bill Carr, the BT-1 from Baltimore to Cumberland with engineer Harry Owens (who just arrived at Baltimore with the TB-2), the WM 7 (passenger train) out of Baltimore to Hagerstown with engineer Larry Reynolds and, finally, engineer Al Wolfinger signs on for RDG 192, a passenger train that runs from Reading to Columbia PA. I call Tom Kane the YM at Rutherford to make sure that if I bring the AJ-2 out of Reading first, he can take the train into his yard to clear my single track at the TARA interlocking. Tom confirms that he can take the AJ-2 in right away, so I line up the signals and release the AJ-2 south. The interlocking at Lemoyne is shared with PRR, so both dispatchers have to line the switches and set the signals before the interlocking machine will allow the route to clear.

I quickly set the JU signal to 2L and start the plant so that the AJ-2 can make its run, then move onto TARA where I reverse the main line switch and set signal 2L. Next is setting all of LEMO back to normal (I keep the number 9 switch reversed for most of the session as almost all traffic goes into the Rutherford Yard on track 2 which is my switch 9). I set the number 7 switch to reverse and start signal 4L, then call the PRR dispatcher so he can complete the route on his side of the interlocking. I normalize the switch at TARA and set the signals at TARA and JU to 2L which will get everything lined up for RDG 192. While that is going on, I route the BT-1 up from Hagerstown towards Baltimore. Hot on his caboose (it's 1956) is the WM 7 for Hagerstown.

The HY-2 has now completed his work at York, changed his symbol to YH-1 and is waiting at PORTERS to get access to his work at Hanover. The AJ-2 has completed its work at Rutherford and is ready to head south to Baltimore. And the Reading

Advanced AJ-4 has completed its work at Reading and its two T1s are steamed up and ready to pull south to Rutherford.

Well the BT-1 has finally cleared the TOWN interlocking, so I can now route WM 7 through PORTERS and to Hagerstown. While the BT-1 is clearing, I line up the AJ-2 for its run south to Baltimore. He gets permission all the way south to EDGE where he will wait for WM 7 to clear. When the WM 7 clears PORTERS, I line up YH-1 to use the south bound main so that they can switch the industries at Hanover. After the WM 7 clears EDGE, I line up the AJ-2 to the north bound main. The YH-1 is clear of PORTERS, so I call the Baltimore YM to let them know that I have AJ-2 ready for them. I line him up through PORTERS and into the Baltimore yard. I take my first breather of the day and head for the cookies. The rest of the trick was just as busy. RDG Adv AJ-4, WM WM-2, WM WAJ-1, WM XN-1, WM XN-3, RDG 193, and RDG RH2 all ran without any trouble.

The transfer from Rutherford to Enola ran into some trouble. Yours truly had the yard put the power on the wrong end of the train! The monster transfer was too much for the yard power to push up the hill at LEMO. Fortunately, there was a crew available to man the helpers at Porters. Well, the combined power was finally able to get the transfer job into Enola where Ron Heiser the YM and Eric Roth the Drill Crew attacked the cars with some relief that they finally arrived. I got the helpers down the hill, the Reading to Rutherford transfer went off without a hitch and the HT-1 returned to Rutherford without a problem. XS-2 finished the shift with a run from Cumberland to Baltimore.

All in all it was a good day on the railroad. Two additional engineers, Gary Brown and Don Runkle, were qualified and John Swanson did a great job at PRR Baltimore. Hats off to Ray Fisher who not only ran the HY/YH local but also did the YM job at Hagerstown. Jeff Warner filled in for the PRR dispatcher and still had time to do all the stuff a superintendant does. Some of us still wonder what all it includes, but that is another story.

Just so you do not think I get to sit there all day and eat cookies and turn knobs on the CTC machine, I have to keep the dispatcher sheet, call the crews for both railroads, make sure that all the passenger trains are crewed and ready to go on schedule, answer the telephone, talk to the PRR dispatcher (why their trains should have priority over mine I will never understand) and put up with all the @\$% from the crews that only want to run on the PRR side of the railroad. Not to mention the guys that do not think they need helpers (though to be fair on this day 95% of the trains did not need helpers).

For my part in the HT-1 fiasco, I received 30 days off for putting the power on the wrong end of the train. I did get a 10 days suspended for good behavior (or was it because LSOPS 2 needed a dispatcher?).

NATIONAL MODEL RAILROAD ASSOCIATION
MID-EAST REGION
SUSQUEHANNA DIVISION #11
REVENUE AND EXPENSE STATEMENT - CASH BASIS
FOR THE FISCAL YEAR JULY 1, 2009 TO JUNE 30, 2010

NORTHWEST SAVINGS - SAVINGS ACCOUNT	\$ 1,564.38	
SOVEREIGN BANK - CHECKING ACCOUNT	785.37	
<u>BEGINNING CASH BALANCE - JULY 1, 2009</u>		\$ 2,349.73
<u>REVENUE FOR THE FISCAL YEAR</u>		
SUSQUEHANNA DUES	\$ 82.00	
NMRA (MER) REBATES	280.00	
INTEREST INCOME	6.75	
IRS REFUND	300.00	
ADVERTISING INCOME	90.00	
TOTAL REVENUE RECEIVED		<u>758.75</u>
		\$ 3,108.48
<u>EXPENSES FOR THE FISCAL YEAR</u>		
POSTAGE STAMPS	\$ 110.44	
NEWSLETTER	110.09	
IRS FILING FEE	300.00	
MEETING ROOM RENTAL	150.00	
TOTAL EXPENSES		<u>670.53</u>
		\$ 2,437.95
<u>ENDING CASH BALANCE - JUNE 30, 2010</u>		\$ 2,437.95
PNC BANK - CHECKING ACCOUNT - UNRESTRICTED FUNDS		<u>\$ 2,437.95</u>

RESPECTFULLY SUBMITTED,

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

JULY 12, 2010
YORK, PENNSYLVANIA

2010: The Year in Review

May 22nd Contest Clinics...by Jeff Warner

The first event of the year was on May 22 when we met at Bob Charles, MMR's, home for 2 clinics put on by MER contest chair, Martin Brechbiel. The first was geared toward judges and the second toward entrants. Martin showed us the good, bad, and ugly of both judging and entrant's forms (you want something between 2 sentences and 120 pages). Included were slides of some winning contest models that impressed even the most rigid "rivet counters" present. Martin's goal is to better standardize contest judging across the MER...especially at conventions, and his presentations were a great step towards that. Afterwards, we adjourned to the basement to see Bob's model railroad.

June 5th Clinics and Open Houses...by Robert Lyter

On Saturday, June 5, members of the Susquehanna Division and Chesapeake Division met at the Giant Food Store in Camp Hill, PA, for a joint meeting and clinics to be followed by 5 open houses in the Harrisburg and York areas.

The three morning clinic's started off with James Mattern presenting his narrated slide program on his prize winning 1st place Cornwall engine No. 122. At the 2009 MER fall convention in Hagerstown, MD, James' winning engine was awarded the 1st place plaque and also a Certificate of Achievement Award from the MER. He also was awarded the "Best New Modeler" award from the Philadelphia Division, plus an award for the "Best Kit Bashed Model". James noted that it takes time to construct a model of this quality. He started back in 1999 and finishing it in 2004. It was well worth the time it took. James started the construction by using an Athearn SW-7 engine and a Proto SW-1200 fuel tank. The Athearn frame had to be milled so that the Proto fuel tank would fit in the frame. He added a Cannon & Co. switcher cab to #122. The #122 received a new A-Line motor and a Lenz #1025 back EMF decoder. The engine also received a full cab detailing. He finished off the engine by having script Cornwall decals made for the engine. He also had another SW-7 #100 that he made on display plus 2 lightly modified Proto cabooses on display that he had applied new wooden walkways, platforms, tool boxes and Taylor trucks. James noted that he took his time by doing a lot research and photos of the prototypes. It was really worth the time and effort.

The second presentation of the morning was a PowerPoint presentation by Harry Owens on the conversation of the Keystone Model Railroad Historical Society to a DCC system. The club's layout was a DC system as built and it was decided to convert with some members not sure if DCC was for them or not. The project was approved and started back in September 2007. A goal was set to have it up and

running for an open house for Christmas 2009. The work involved was getting underneath the layout to trace out what had to be cut out and what new wiring would be required for the new DCC system along with creating a detailed record of what went where to be used for trouble shooting in the future. Over the period of 2 ½ years, the main players involved in doing the wiring job were Harry Owens, Roger Stier and Nick Kulp. With the addition of the DCC system a new CTC control board was required to be built for control of the main line. Lew Jones took on the task of building the CTC board with advice on the building of it from Steven Mallery and Ray Fisher. The 2009 Christmas open house went well, but showed areas that still needed work as is the case with anything new. Also noticed was the need for some improved track work. The necessary track work was handled by Harry Owens, Aaron Heaney, Bob Brown and Bob Lyter. The 2nd open house which followed this clinic went well, but the layout still had branch lines that needed wiring for DCC and track work updates.

The third clinic was presented by Ron Parisi of New York City on the New York Central's Hudson River Line and how to model from the prototype. Ron did a narrated slide program also on this line showing many of the buildings, sidings and construction of bridges that carried the line over streets in Manhattan. He brought along a highly detailed modular unit that he built showing a section of the city, a perfectly scaled down version of what was in his slide presentation. The module represented all of the buildings, vehicles, and trains of the period in his photos. The module unit was part of a larger modular he has for shows. It was an excellent presentation.

5 model railroads had open houses in the afternoon in the Harrisburg and York areas. These layouts were: Keystone Model Railroad Historical Society, Steven Mallery's PRR Buffalo Line, Jeff Warner's PRR/RDG/WM South Central Region, Bob Martin's Central Penn Railroad, and Bob Charles' PRR South Penn Division.

September 25th Clinics and Open Houses...by Robert Lyter

Saturday, September 25th was warm and sunny day in Allentown, PA. Approximately 56 members of the Susquehanna and Philadelphia Divisions gathered at the Cedar Crest Bible Fellowship Church for a joint meeting and clinics.

The morning clinics started with Dale Woodland presenting an excellent narrated slide program on the "Reading T-1's". Dale noted in his presentation on the T-1's history that they were constructed at the Reading shops from the older Reading I-10's. He went on in the presentation to discuss the four engines that were used for the Reading Rambles in 1959-1964 and their use during the Rambles. One of the engines never pulled a Ramble train but was used as a standby engine. He talked about Reading T-1's being sold to various railroads around the country and their dispositions to date. The engine at Steamtown in Scranton is now in the back shop awaiting asbestos removal.

The second presentation of the morning was presented by Jim Hertzog on “Railfanning the Reading as a Teenager”. Jim also presented an excellent narrated slide program on many types of Reading diesels he saw during his railfanning days. He also included many of the foreign road engines that frequented the Allentown Yard such as Lehigh Valley and Central of New Jersey.

Jim also talked about being able to get access to towers and yards to take some photos at places you can't even think of visiting today. He had an opportunity that many of us would like to have. Jim was able to sign a waiver and pay \$5 for a cab ride all the way to Harrisburg and back. What an opportunity he had, it would be great if we could still do this today. WOW!!!

Following the clinics the members were given directions to visit four model railroad open houses. These were Larry Reynolds' PRR Altoona Area, Jim Hertzog's Reading Shamokin Division, Gale Smith's Lehigh Valley, and the Lehigh & Keystone Model Railroad Museum.

October 1 and 2, LSOPS 2...by Jeff Warner

26 guests gathered in 2 groups to operate 6 model railroads for this events. We had 1 guest that travelled from Michigan, 2 from Ohio, 2 from Massachusetts, 2 from Connecticut, 6 from New York, 3 from New Jersey and 10 from Pennsylvania (all from the area served by the division...but not all NMRA members – the event was also open to OP SIG member and guests).

Larry Reynolds (Friday evening), Gale Smith (Saturday morning), and Jim Hertzog (Saturday afternoon) were open in the Lehigh (Allentown) area. Bob Martin (Friday evening), Steven Mallery (Saturday morning), and Jeff Warner (Saturday afternoon) were open in the Susquehanna (Harrisburg/York) area.

All the guests reported having a GREAT time operating these model railroads. Frequently commented on was how great it was to run on model railroads with working signals (Reynolds, Mallery, Warner), and on model railroads that have appeared in mainstream model railroad press (Hertzog, Reynolds).

Also, it was mentioned how well ALL of the model railroads run and how well the operating schemes were thought out.

As a host, I also feel it is important to thank the “forgotten” ones from this weekend. Those “regulars” that came to help with the event. There are too many names to mention here, but all six layouts had several on hand to help. THANKS GUYS!!!!

Look for LSOPS 3 next fall!

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Susquehanna Sidetracks

Official publication of the Susquehanna Division 11
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A Day in the Life
Financial Statement
Year in Review

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