

Susquehanna Sidetracks



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Developing the Motive Power Roster of the Lancaster & Atlantic Railroad Company Part 1

By Wayne Betty

The Lancaster & Atlantic's locomotive fleet was assembled based on the PRR of January 31, 1968. The date tells us this is the last day of the Pennsylvania Railroad. One of my layout's design considerations (not part of this article) is to be able to run multi-unit high horsepower six axle power from the major builders. With Enola as one of the yards on the layout and Enola being one of the principle locomotive shops for the Pennsy, it sort of helps to narrow down the locomotives that would be available for the area that is modeled. Enola was mostly an EMD shop, with the vast majority of second generation EMD power being assigned there for maintenance. This is not to say that units not assigned to Enola, did not show up in the area, just not in the quantities of the EMD power assigned there. Photographic evidence shows most anything that was running on the PRR at the time could find its way to or through Enola. Deferred maintenance on both track and locomotives provided many possible combinations.

Since I have a specific date (1/31/1968) it is necessary to know what was available/running on the PRR at this time, along with PRR's practice of assigning motive power. At this point I should cite many volumes of published PRR content that review the motive power and rosters of the PRR (see the Bibliography at the end of the story). For the most part I rely on the *Penn Central System Bi-Annual* by Robert H. Reid and the *Pennsylvania Railroad* series of booklets published by Withers Publishing. By reviewing these books and others you can build an accurate data base of what was available/running on January of 1968.

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Banner photo courtesy of Christopher Muller, SteamPhotos.com.

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Division 11 Happenings

Following the event in Easton, PA; I've started planning for other events within the greater Division area. If anyone has ideas I'm very open to hear them, that is how the event in Easton happened.

Although there's nothing currently happening this month within the Division, we do need to have the nomination of Officers for the 2012-2014 term. More information is below.

That being said, as much as I enjoy being the Superintendent of our Division, duty calls, and so do the requirements of my job. So, I will not be seeking re-election to the Superintendent position. I have performed in various capacities for Division over the past few years and have finally earned enough credits to apply for my first Achievement Program Award, Association Volunteer. So, while my time is becoming limited, the time I have left will be spent furthering my railroad knowledge by starting on a journey towards earning additional AP Awards and hopefully someday my MMR.

Susquehanna Division 11 Officer Nominations

Per division by-laws, the positions of Superintendent, Assistant Superintendent, and Chief Clerk are open for the term of July 1, 2012 to June 30, 2014. All nominees MUST be NMRA members residing in the Susquehanna Division 11.

You may nominate yourself or someone else for any position. Job descriptions are available in the by-laws, which can be found here:

<http://www.susquehannamra.org/docs/bylaws.pdf>

Please send nominations to jfrantz@susquehannamra.org or call (717) 324-9449 between 11 AM and 10 PM. Nominees will be voted upon in a future edition of Susquehanna Sidetracks.

Continued from page 1:

Book research provides many details, but cannot replace field observations. Another source of information is former employees. One former PC/Conrail employee let me know that he assigned 6 switchers to a freight train because that was all they had available.

With the database completed, next up would be the consideration of how to assign motive power to trains. I should point out that these are my rules, developed over 40 years of reading and watching railroads in action. While some of the rules may be found in Rule Books, the purpose is to be sure that the fleet is assigned to trains commensurate with their abilities.

General rules for motive power selection:

1. All trains not run within Yard limits or on industrial branches must have a working bathroom in the lead locomotive.
2. General Merchandise trains must have at least 12 powered axles of 415HP per axle with a minimum of 5000hp combined.
3. Loaded ore trains going west out of Baltimore must have at least 14 powered axles of 415HP per axle with a minimum of 6000hp combined
4. Empty unit trains must have at least 8 powered axles of 415HP per axle.
5. High Priority trains (TT's and mail) must have at least 12 powered axles of 500HP per axle with a minimum of 6000hp combined.
6. If it originates and terminates within the Electrified territory then it should run with Electric locomotives, this includes both Passenger and Freight.
7. Main Line Passenger trains must have 4000hp assigned for all trains up to 12 cars; 2000hp must be added for any of the next 6 cars. No trains over 18 cars.
8. Local Diesel powered passenger trains from 1 to 3 cars must have at least 1500hp and steam heating equipment: 1600hp must be added for any of the next 2 cars. No locals over 5 cars.
9. No six axle or over 1800HP locomotives on the New Holland Branch, Cly branch, York industrial or Lancaster industrial.
10. Electric locomotives only MU with like units (E44s to E44s etc.)

My layout is point to point. There is a schematic of the railroad on the next page.

There are three major interlockings on the layout: Cly, Cola and Cork and two yards at Enola and Dillerville.

Basic route structure is as follows:

Electrified routes are: Enola to Cly, Cly to Cola, Cly to Lemo, Cola to Philadelphia via the Atglen & Susquehanna branch, and Cola to Baltimore via the Columbia & Port Deposit branch, Cola to Cork, and Cork to Philadelphia.

Non-electrified routes are: Altoona staging to Enola, Cly to York, Cly to Baltimore

Available off line staging:

- 6 tracks east of Lancaster on the Passenger main
 - 6 tracks south of York for Baltimore
 - 6 tracks east of Cola for A&S and C&PD traffic
 - 6 tracks north of Cly for trains going towards Lemo (Harrisburg or the Cumberland Valley branch)
- All staging tracks can accommodate 2 6 axle locomotives, 20 45' hopper cars (PRR H43) and a cabin car. Each track is at least 15 feet long.

Finally I built a database of symbol freight trains and passenger trains that operated through the modeled territory. There is a staging/list of trains at the following link:

<http://www.wsbcos.com/larr/schedul1.htm>.

This list is for first shift, my plan is to run a rotation of three shifts when all is completed, but that is another story. From the schedule you can see that there are 27 main line scheduled freights and 4 scheduled passenger trains, 4 scheduled locals (1 from Enola and 3 from Dillerville) Three yard jobs plus one Enola drill that are not listed for the first shift.

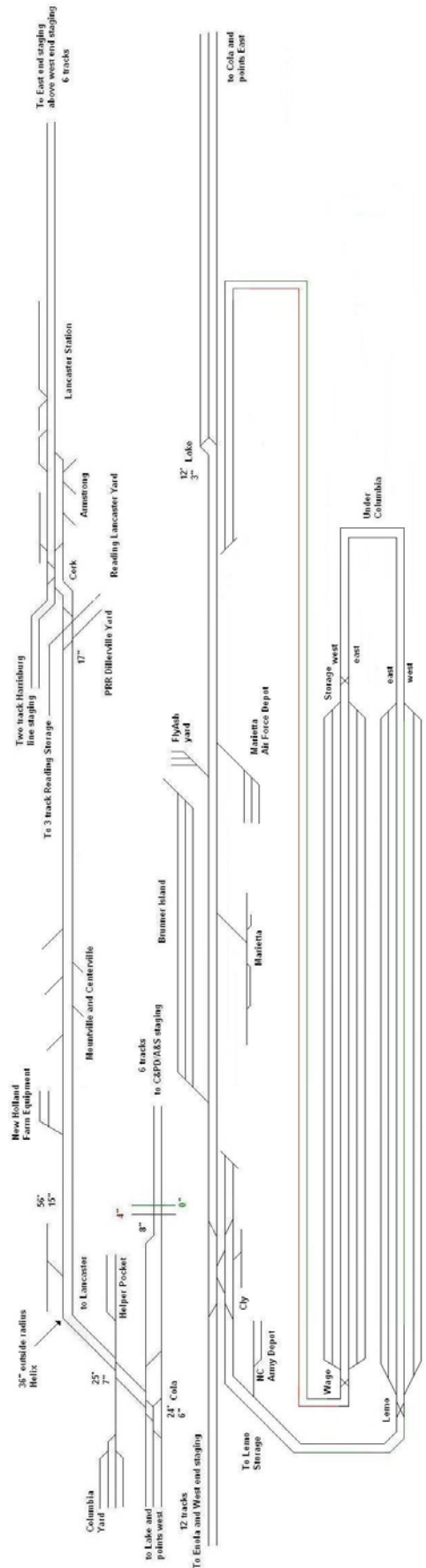
Part 2, Which puts it all together, will be in the next issue of Susquehanna Sidetracks.

It's All about the Details

The scene below shows the Yorktowne Local performing its duties on Bob Martin's Central Pennsylvania Railroad. However, look beyond the train and you can see a city filled with people, vehicles and many mini-scenes. This is the essence of model railroading at its best, bringing an entire world to life.



Photo by John Frantz





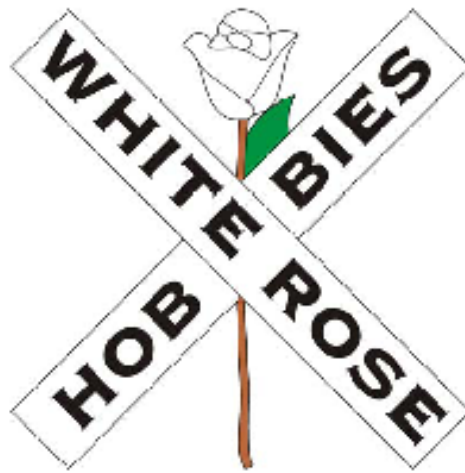
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Developing a Motive Power Fleet, Part 1
Officer Nominations

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