

Susquehanna Sidetracks



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

<http://www.susquehannamra.org>

June 2012

Volume 20 Issue 3

Developing the Motive Power Roster of the Lancaster & Atlantic Railroad Company Part 2, Putting It All Together

By Wayne Betty

Starting with the passenger trains; from the schedule you can see that I am planning on running 4 of them during the first shift. The 83 from Washington to Harrisburg via the Port Road on an all-electric route. The 573/574, Buffalo/Baltimore via York with mostly head end cars and a few coaches, needs to be diesel powered. The 830/831 a York/Harrisburg local also diesel powered.

From the above scheduled passenger trains the following power will be needed:
1 electric, 2 main line diesels, and 1 local diesel

On the freight side:

There are 27 scheduled freights. From the schedule I see that EC5, P1, P7, P14 and B2 fit the all-Electric route rule. Several trains will change power at Enola: BRC8, ED4/3, NWC-1, and TT4/3. All the others will be diesel powered.

Twenty two electric locomotives would be needed to satisfy all electric locomotive needs, however ED4/3 and TT4/3 can use the same power (there is a power swap at Enola), so only 18 electric locomotives are needed. Additionally EC5/B2 and P1/P14 could use the same power. If these locomotives are serviced and ready for departure during the shift, then only 14 electric locomotives would be needed.

Sixteen trains are all diesel powered with an additional 4 trains swapping power at Enola. Using the motive power selection rules; about 38 high horsepower locomotives will be needed.

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Banner photo courtesy of Christopher Muller, SteamPhotos.com.

Susquehanna Sidetracks

<http://www.susquehannamra.org>

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Division 11 Happenings

It's election time for new officers. Within the newsletter is a form for election of officers for the July 1, 2012 to June 30, 2014 term. So, follow the directions for voting and we can see what the future holds for the Division.

While still holding a captive audience within this issue I'd like to thank the officers and members who have assisted me as Superintendent of the Division.

So, good luck to the incoming Superintendent, whoever that may be.

Also in this issue is the conclusion of our assistant Superintendents article on developing a motive power fleet.



New Meets Old.

On Monday September 5, 2011 Amtrak Train #30 the eastbound Capitol Limited slows for a station stop at the restored former B&O station at Harpers Ferry, West Virginia.

Photo by John Frantz.

Continued from page 1:

The completed locomotive roster:

| Type | HP | HP/Axle | Use | Need | Avail | Type | HP | HP/Axle | Use | Need | Avail |
|------------------|------|---------|-----|------|-------|------------|------|---------|-----|------|-------|
| ELECTRICS | | | | | | EMD | | | | | |
| GG1 | 4620 | 770/6 | R/P | 10 | -4 | SW7 | 1200 | 300/4 | S | 2 | -1 |
| E44 | 5000 | 833/6 | R | 10 | -2 | NW2 | 1000 | 250/4 | S | 2 | -2 |
| B1 | 570 | 190/3 | S | 2 | -2 | F7a | 1500 | 375/4 | R | 4 | -1 |
| ALCO | | | | | | F7b | 1500 | 375/4 | T | 1 | -1 |
| S2 | 1000 | 250/4 | S | 1 | 0 | E7a | 2000 | 500/4 | P | 2 | 0 |
| S4 | 1000 | 250/4 | S | 2 | -1 | E8a | 2250 | 562/4 | P | 4 | -2 |
| T6 | 1000 | 250/4 | S | 1 | 0 | E8b | 2250 | 562/4 | T/P | 1 | 0 |
| RS3 | 1600 | 400/4 | RS | 3 | -1 | GP7 | 1500 | 375/4 | RS | 3 | 0 |
| RS3s | 1600 | 400/4 | R/P | 1 | -1 | SD9 | 1750 | 291/4 | H | 1 | -1 |
| RSD5 | 1600 | 266/6 | L | 1 | -1 | GP9 | 1750 | 437/4 | RS | 6 | 0 |
| RS11 | 1800 | 450/4 | RS | 4 | -1 | GP9b | 1750 | 437/4 | T/R | 1 | 0 |
| RSD12 | 1800 | 300/6 | H | 1 | -1 | GP30 | 2250 | 562/4 | RS | 5 | -2 |
| RS27 | 2400 | 600/4 | R | 1 | 0 | GP35 | 2500 | 625/4 | R | 6 | -4 |
| C424 | 2400 | 600/4 | R | 1 | -1 | SD35 | 2500 | 416/6 | R | 4 | -4 |
| C425 | 2500 | 625/4 | R | 4 | -4 | SD40 | 3000 | 500/6 | R | 8 | -7 |
| C628 | 2750 | 458/6 | R | 2 | 0 | SD45 | 3600 | 600/6 | R | 10 | -7 |
| C630 | 3000 | 500/6 | R | 4 | -4 | GE | | | | | |
| FM | | | | | | U25B | 2500 | 625/4 | R | 1 | -1 |
| H24-66 | 2400 | 400/6 | H | 1 | -1 | | | | | | |

Use Key:

H = Hump/Transfer service

L = Light Axle load for low grade branch lines

P = Passenger, locomotive are equipped to provide steam heat as needed –
GG1s 4800 to 4881 are freight only all others are dual purpose.

R = Road use, primary duties are for road freight

RS = Road Switcher suitable for both Road and local use

S = Switcher (no on board bathroom)

T/ = Road Trailing unit only booster only

The roster includes:

45 high horsepower (above 2000Hp) freight diesel locomotives

18 freight electric locomotives

2 passenger electric locomotives

5 high horsepower (above 200Hp) passenger diesel locomotives

1 1600 horsepower steam equipped passenger diesel locomotives

23 low horsepower diesel locomotives for local or main line service

3 transfer/switch diesel locomotives

12 diesel switchers

2 electric switchers

The power director/hostler will have to keep an eye on the assignments and be prepared with appropriate units to keep the trains running. Twisted crankshafts, blown turbo chargers and shorted traction motors will unfortunately plague my roster just like the prototype. Road failures are the bane of Dispatchers, Road Foreman and Power Directors. A quote from a retired engineer: "We would tie on 3 GG1's to a train with the hopes that one would still be working when we got to the other terminal".

Currently my PRR DCC equipped roster numbers 57 units. See my current locos at <http://www.wsbcos.com/larr/EngineList.htm> . Fortunately the entire layout is not yet complete, so my current roster is sufficient. The layouts DCC/Electrical system is designed to accommodate the anticipated load of 110+ locomotives. Diesel units by Atlas, Bowser (Stewart) and Kato make up the majority of available units. Athearn, Bachmann, Life-Like (Proto and non-proto, before and after Walthers) also have units (mostly SD45s) on the roster.

References:

Pennsy Power by Alvin F. Staufer

Published by Alvin F. Staufer Copyright 1962

Pennsy Power II by Alvin F. Staufer and Bert Pennypacker

Published by Alvin F. Staufer Copyright 1968

Pennsy Power III 1847 – 1968

By Alvin F. Staufer Assisted by William D Edson and E. Thomas Harley

Published by Alvin F. Staufer Copyright 1993

Penn Central System Bi-Annual by Robert H. Reid

Published by PC Railroader 1973

Pennsylvania Railroad Diesel Locomotive Pictorial

Volume 1 to 4 by John D. Hahn, Jr.

Published by Withers Publishing 1995 -1998

Volume 5 to 11 by Paul K. Withers

Published by Withers Publishing 2000, 2001, 2002, 2003, 2005, 2006 & 2008

Pennsy Diesels 1924-1968 A-6 to EF-36

By Kenneth L. Douglas and Peter C. Weiglin

Published by Hundman Publishing Copyright 2002

Periodicals:

The Keystone, published by the Pennsylvania Railroad Technical & Historical Society.

Trains Magazine, published by Kalmbach Publishing.

Diesel Era Magazine, published by Withers Publishing

Railfan & Railroad Magazine, published by Carstens Publications.

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NMRA MER Susquehanna Division 11 2012 Officer Ballot

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. Additionally the By-laws do allow for electronic (e-mail) voting.

You may send your e-mail ballot (it is NOT necessary to use this form – any format will be fine) to johnf2384@comcast.net (I will CONFIRM every ballot with an e-mail response – so if you don't hear back from me, PLEASE re-send) or mail to: Susquehanna Division 11 Election, John Frantz, 1126 Hanover Road, York, PA 17408. Deadline is Saturday, June 30th at 5 PM.

| POSITION | PERSON | YES | NO |
|----------------------|---------------|--------------------------|--------------------------|
| SUPERINTENDENT | BARRY SCHMITT | <input type="checkbox"/> | <input type="checkbox"/> |
| ASST. SUPERINTENDENT | WAYNE BETTY | <input type="checkbox"/> | <input type="checkbox"/> |
| CHIEF CLERK | PAUL TICE | <input type="checkbox"/> | <input type="checkbox"/> |

NAME (PLEASE PRINT LEGIBLY)

SIGNATURE

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Developing a Motive Power Fleet, Part 2
Officer Elections

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