



Volume 29

SUSQUEHANNA SIDETRACKS



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

Number 1



Ken Kime's O gauge Western Maryland Railway, Hanover Subdivision (The Dutch Line) is a wonder to behold! See the feature on page 6.



Phil Peters's N scale Hanover Valley Railroad is a small sized, but mighty layout! See the feature on page 12.

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Gearing up for the New Year (Shay style)!

From the Superintendent's Desk

First let me wish all of you a very Merry Christmas and a Happy New Year. It is hard to believe that by the time you get this 2020 will be in the past. At times I was never sure that would happen. Unfortunately, things have not improved all that much. So, as we approach February it is still up in the air whether we'll actually be able to meet or if we'll have to do a virtual meeting. If we do a virtual meeting it will be via Zoom. Scott Unger is working on the February meeting.

A number of the board members and I have been reviewing the content of our web page. Phil Peters has been working on updating hobby shops within the Division. I have been going over the list of AP certificates that have been issued. I have been reviewing many back issues of the region newsletter verifying who has been listed in our web page. I went through a full year with no new names to add to our list. That does not mean I've gotten everyone that should be on the list. So once David Collison has updated the Achievement Program (AP) page on our website we will need to confirm that it is correct. The one page that will require the most work is the page of railroads within the division. The first question is which ones we need to delete. If you would like to add your railroad to the page, David has some guidelines for making a submission.

The "fellow modelers" page is the one that will be the hardest. The key part is to ascertain which model railroads still exist and which still want to be featured. Also, if there are any new model railroads out there to add.

Looking at a few random railroads on the list, at least one of the websites is still promising updates for 2010!

- 1) Name of Railroad
- 2) Name of Owner
- 3) Website (if applicable).
- 4) Location
- 5) A paragraph or two about the railroad and how to contact the owner.
- 6) 1-2 photos to highlight the railroad.

It would also be nice if you could write an article for Sidetracks about your model railroad. Rich Wurst, our Sidetracks Editor, is always looking for printed material to include in Sidetracks. After all, we are a model railroad group and too many of our issues of Sidetracks are lacking articles about modeling projects or even prototype railroad articles.

I am looking forward to when we can meet again in person. There are individuals who are working hard to put together our program for the coming year. My hope is that we actually have the opportunity to implement them. For now, I am planning to work on some projects on my layout. And I want to encourage you to do likewise.

Tim Himmelberger



Second Section

Susquehanna Sidetracks

Official Newsletter of the Susquehanna Division
Mid-Eastern Region, NMRA
5 Hardy Court, Lancaster, PA 17602

Contributing to Susquehanna Sidetracks:

Sidetracks welcomes contributions from the Division membership. Letters, articles, photos and other items may be sent to the Editor at the e-mail address listed below or the street address above. Deadline for submission for the next issue is February 15, 2021.

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Welcome New Members!

Glenn Bonney

Macungie, PA

Andrew McMath

Orbisonia, PA

2021 Division Events

2021 Calendar

February – Allentown – Scott Unger

April – New Holland -- Pat Mulrooney and Jeff Thompson

May – Columbia Railroad Day – Bill Lesjak and Barry Schmitt

June – New Oxford – Phil Peters and Howard Oakes

July – East Broad Top Railroad – Lee Rainey

October – LSOP – Wayne Betty

October 21 – 24, Hunt Valley, MD, MER Convention, Chesapeake Division

November – Division-wide Open House Tour



Conrail GP30 #2233 on display at the Railroad Museum of Pennsylvania. This engine is depicted in an original watercolor print by James Rose featured on page 23.

Ken Kime's Western Maryland Railway

1. What is the name of your layout?

Western Maryland Railway, Hanover Subdivision (The Dutch Line).

2. What scale is your layout?

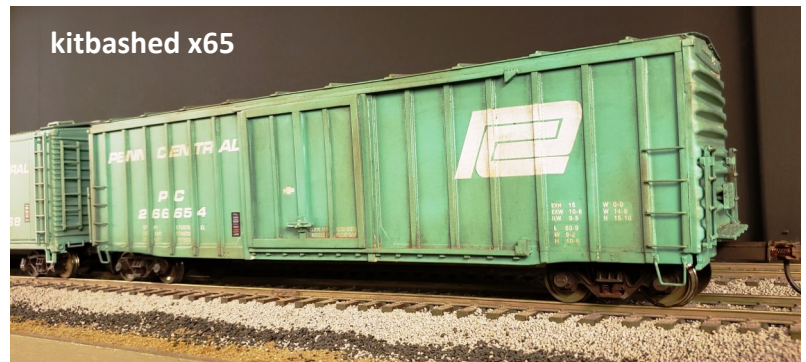
My layout is 2 Rail O scale

3. Does your layout have a specific era and/or location?

The time is October 1975. One of the features of this era is WM's use of this Hanover Subdivision for their mainline traffic between Hagerstown, MD and Port Covington in Baltimore. Hurricanes Agnes in 1972 and Eloise in 1975 washed out the preferred Eastern Subdivision making the Hanover Subdivision (The Dutch Line) the only through route. The Reading also had a small yard in Gettysburg and was still interchanging with the WM at Gettysburg. Within the following year the Reading would be gone and replaced by the Gettysburg Railroad. I model from the East side of Gettysburg to the East Portal of the Jack's Mountain tunnel in Pennsylvania.



#180's engineer



4. What is the overall dimensions of your layout?

The layout is just shy of 1400 sq. ft. The layout occupies two separate but connected basements.

5. By what means and brand of equipment do you control your layout?

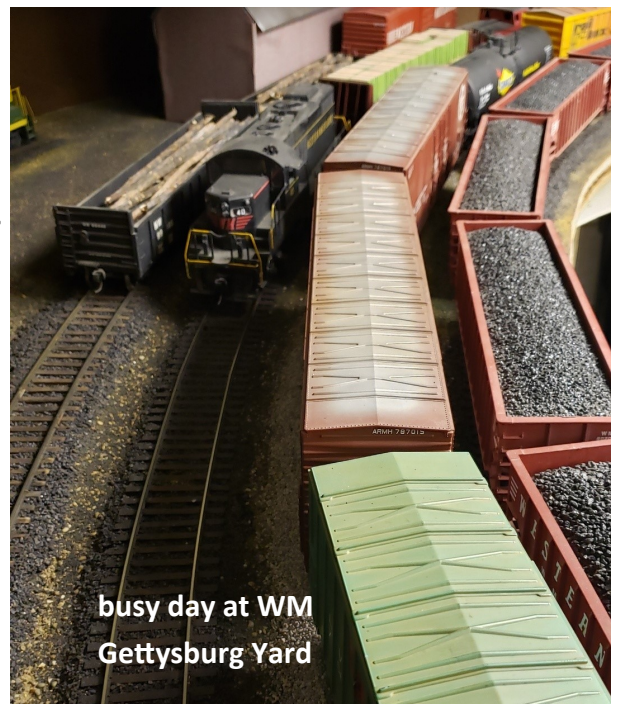
I use CVP USA EasyDCC.

6. When did you first begin construction of your layout?

2009



west bound at Middle Creek



busy day at WM Gettysburg Yard

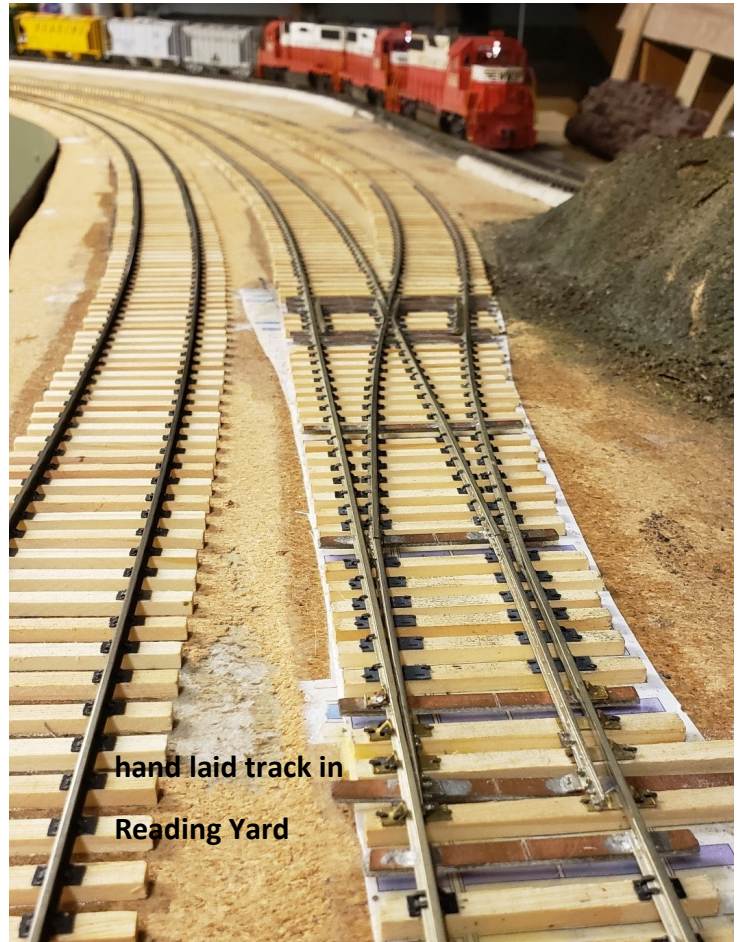
Ken Kime's Western Maryland Railway

7. Do you sponsor operating sessions on your layout?

I feature small sessions right now. The layout is nearing enough track to begin operations within the next year.

8. Do you have a track plan diagram for your layout (i.e. JPEG or PDF format)?

I don't, but I should! The original mainline and staging area was literally doodled on a scrap piece of drywall. The drywall now hangs on a wall as proof!



9. What type of track (sectional, flex track or hand laid) and switches are on your layout and what is its code?

A mixture of hand laid and flex track. Turnouts are a vast mixture of Old Pullman, 21st Century Atlas (some from parts cast by Right-O-Way), but the majority are built using Fasttacks jigs and templates.



Ken Kime's Western Maryland Railway

10. If you were to brag about your layout what would you describe as its outstanding feature(s)?

It's openness to allow people to walk around and see O scale many times at eye level being an ambassador to the scale.



11. Approximately, how many engines and rolling stock is in your collection? Also, what brand of engines do you run on your layout?

I have over 30 locos mixed brands of Atlas, Weaver, Central Locomotive Kits, Red Caboose and some brass. I have never counted rolling stock but probably at the moment around 250 cars with another 100 or so, needed to setup proper operating sessions. Rolling stock is a mixture of scratch built, Weaver, Atlas, Old Pullman, Quality Craft, InterMountain, some brass, and a lot of kitbashed cars, particularly WM hoppers I cast in 2 part resin of masters I scratchbuild.

Ken Kime's Western Maryland Railway



resin WM channel



resin WM woodchip



custom house cars

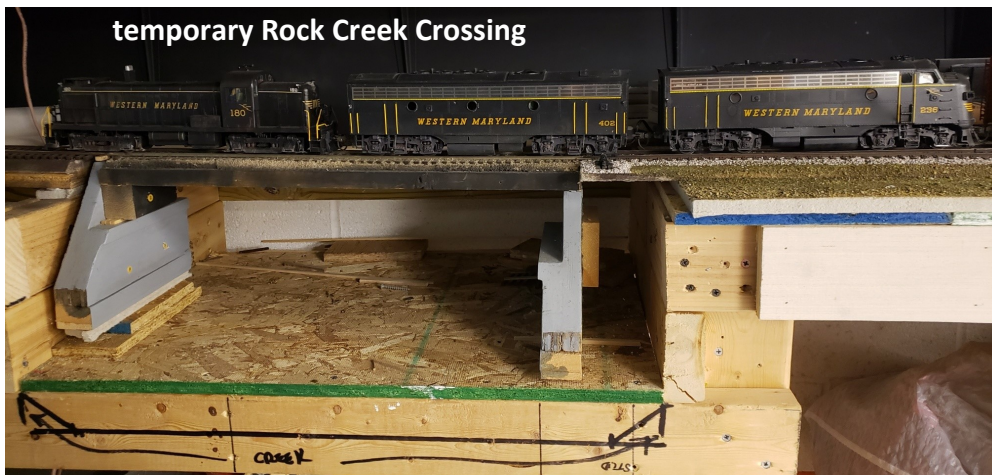
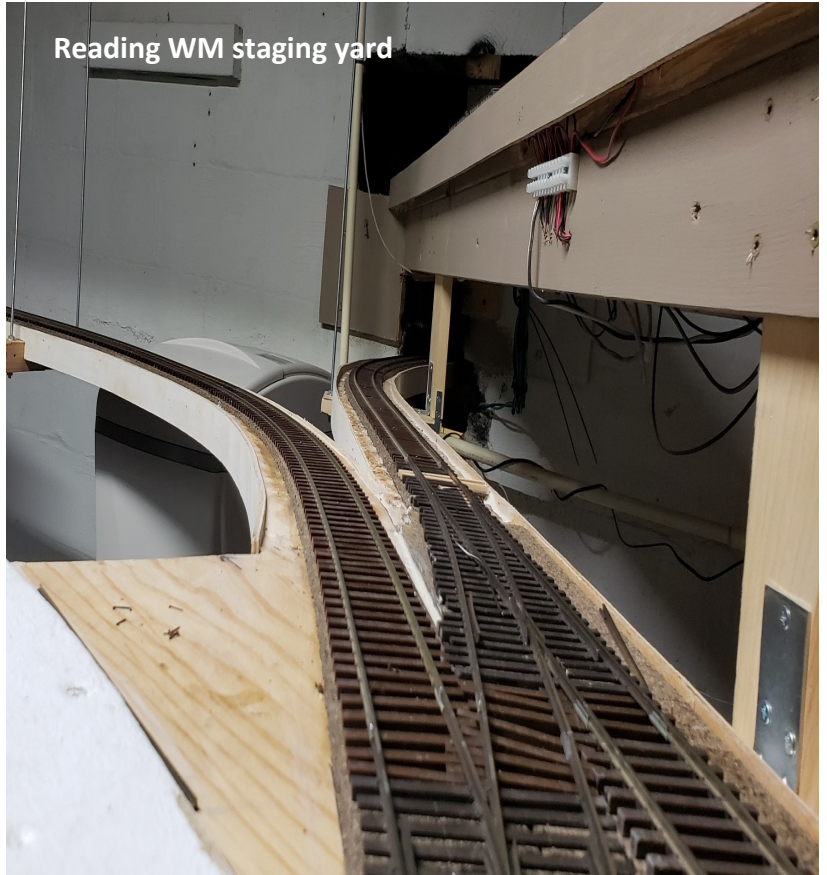


staging and transition between decks

Ken Kime's Western Maryland Railway



Ken Kime's Western Maryland Railway



article and photos by Ken Kime

Phil Peters's Hanover Valley Railroad

My Hanover Valley Railroad is the most recent in a long string of layouts I have built over the years. It started out as the Tiber Creek Railroad, a name inspired by the euphemistic name my wife and I, former Latin teachers, had given the insignificant stream in our back yard. After operating on some local layouts that used the local area as a theme, I decided to follow suit.



The N scale layout represents a fictitious short line that runs from York, PA in the east to Blue Ridge Summit in the west handling traffic from Baltimore bound for Pittsburgh. I have only used local names to give it a geographical identity. Much of the scenery is mountainous and not typical of the area. I am trying to be more faithful to local area industries in my recent expansion.



Chessie locomotives and rolling stock allow me to use a variety of equipment from the railroads it bought up on the layout. Consequently, I envision the layout as representing a time period loosely placed in the mid to later 1970s. Most of the rolling stock is Micro Trains, Atlas, Kato, and Bachmann, although, since I have been in N scale since the early 1960s there is also Con-cor and Roco. This long association with N scale means I have acquired an extensive collection of locomotives and rolling stock. I am working on an inventory but still have a way to go.

Phil Peters's Hanover Valley Railroad

The layout occupies a 13' x 26' basement room that I had the builder finish off for the layout. The layout is a very rough E shape with the 13' wall along the top and bottom and the length of the letter along the 26' wall. I began the construction of this layout in 2000 and just added the bottom of the E this past year. Most of the scenery is tabletop construction, using ½" Homasote over ½" plywood. I have used Code 100 Atlas flex-track and sectional pieces with Atlas and Peco switches.

The layout is powered by a Digitrax® Zephyr system with radio control throttles to give the operators flexibility. They have been in use for many years now and, not only allow for an easy transition from DC to DCC, but have withstood three major extensions. The early part of the layout is still wired for block control and can be used with DC if wanted. Due to a large air conditioning duct that crosses the ceiling of the layout room, I have found it necessary to have two UR-91s to handle the radio command signals.



Phil Peters's Hanover Valley Railroad

I have held operation sessions sporadically over the past couple of years and am hoping to go at it more regularly after we get the current pandemic behind us. Space allows for four operators comfortably. Trains are run sequentially as they are made up in the small Philco Yard. I have devised a number of through trains as well as local turns, transfer runs and a passenger run that covers the entire layout.



train crossing
George's Creek



Red Hill Mine #2

Phil Peters's Hanover Valley Railroad

I would like to say the layout is the result of meticulous track planning and designed with an eye to the future. However, try as I might, this is just not me. Like Topsy, the layout just sort of happened a bit at a time. As I completed one section and operated on it for a while, I found I wanted more industries. So a peninsula was added. Then several NTRAK modules that had been built in 1983 and were not too heavy to transport to shows found their way on to the layout. Then I decided that, since I had filled most of the room, I may as



well fill the rest of it and make a large loop for continuous running during open houses. This allowed me to create two logical end points for the layout, York in the east and Blue Ridge Summit in the west. During operating sessions the loop would not be used and the layout would operate as a point-to-point layout.



Phil Peters's Hanover Valley Railroad

I suppose I am most proud of the fact that the layout has adapted exceedingly well to a realistic, or, at least logical, operating scheme. Operations are something that have taken on an entirely new life in model railroading since I was a boy in the forties and fifties. I tried even then to send out trains with a purpose. Now using the standard car card system with four-spot waybills I believe the layout is much more realistic.

The pandemic has put a crimp in my operating plans. I hope to start in earnest after things straighten out. The layout can accommodate 3-5 operators. Experience shows that four are very comfortable and do not get in each other's way. Trains are made up in Philco Yard and dispatched as turns to the several towns. There are eight regular trains plus a passenger run, MOW and special trains. Cars come onto and go off the layout at two sidings, one in York (eastbound) and one in Blue Ridge Summit (westbound). Made-up trains with car cards and waybills are stored in foam-lined boxes and put on the layout as needed.



The layout has provided over 20 years of enjoyment and relaxation for my family, grandchildren and friends and visitors.

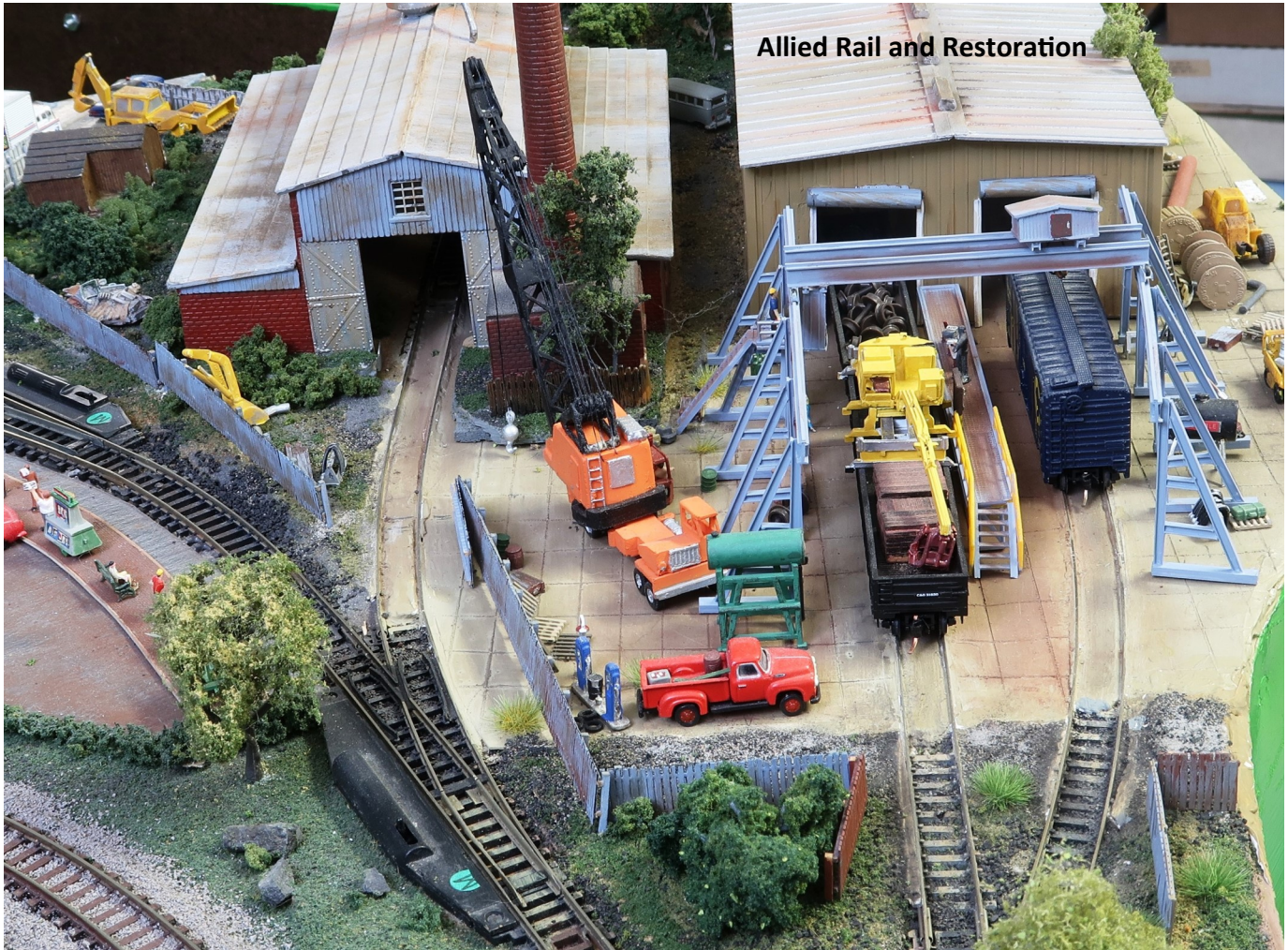


switching at Allied Rail and Restoration

Phil Peters's Hanover Valley Railroad



Phil Peters's Hanover Valley Railroad



Allied Rail and Restoration



B & O EMD SD35 #7418

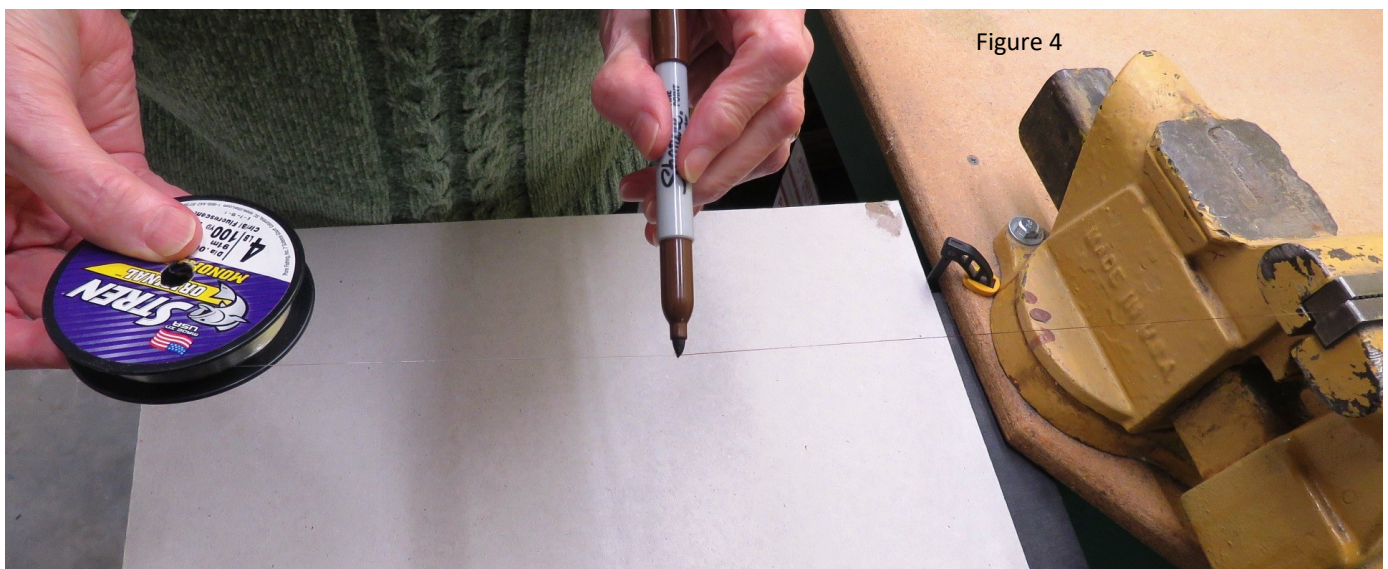
article and photos by Phil Peters

The Frugal (Cheap) Model Railroader

Those of you who have constructed or purchased flat car loads find it necessary to bind the load to the car. One choice is scale chain (Figure 1). However, what if you desired wire rope? There is no product available to purchase. To solve this problem, let's explore the use of fishing line! Yes, I mean good old monofilament fishing line.



To start wire rope making, you will need fishing line (Figure 2), a brown Sharpie marker for replicating steel cable or a silver Sharpie for galvanized steel (Figure 3) and finally some styrene glue. Since regular brush or spray paint will flake off the fishing line when it bends, coloring must be absorbed into the monofilament instead of coating the surface. Use the Sharpie marker and color the line while it is stretched taut between two points (Figure 4). Move the Sharpie back and forth and around the circumference of the line. You can apply multiple coats depending on the darkness you desire. Let each coat dry for a minute before applying another coat.



The Frugal (Cheap) Model Railroader

As you attempt to secure your car load it is best to feed the fishing line through each stake pocket and over the load. Leave extra line under both stake pockets to attach clamping/tweezers or hemostats (figure 5). These tools, along with gravity, will draw the line tight against the load before gluing in place (figure 6). Apply glue to the underside of the car stake pockets and allow to dry overnight. After drying remove the clamping tool and snip off the protruding line from the bottom side of the stake pockets. I have used styrene glue since it is a little more forgiving than cyanoacrylate glue. It seems CYA always gets into unwanted places. Examples of fishing line faux wire rope can be seen in Figures 7-10.

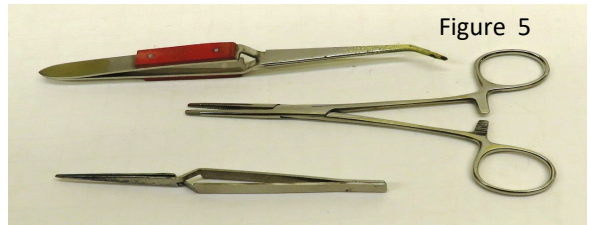


Figure 5

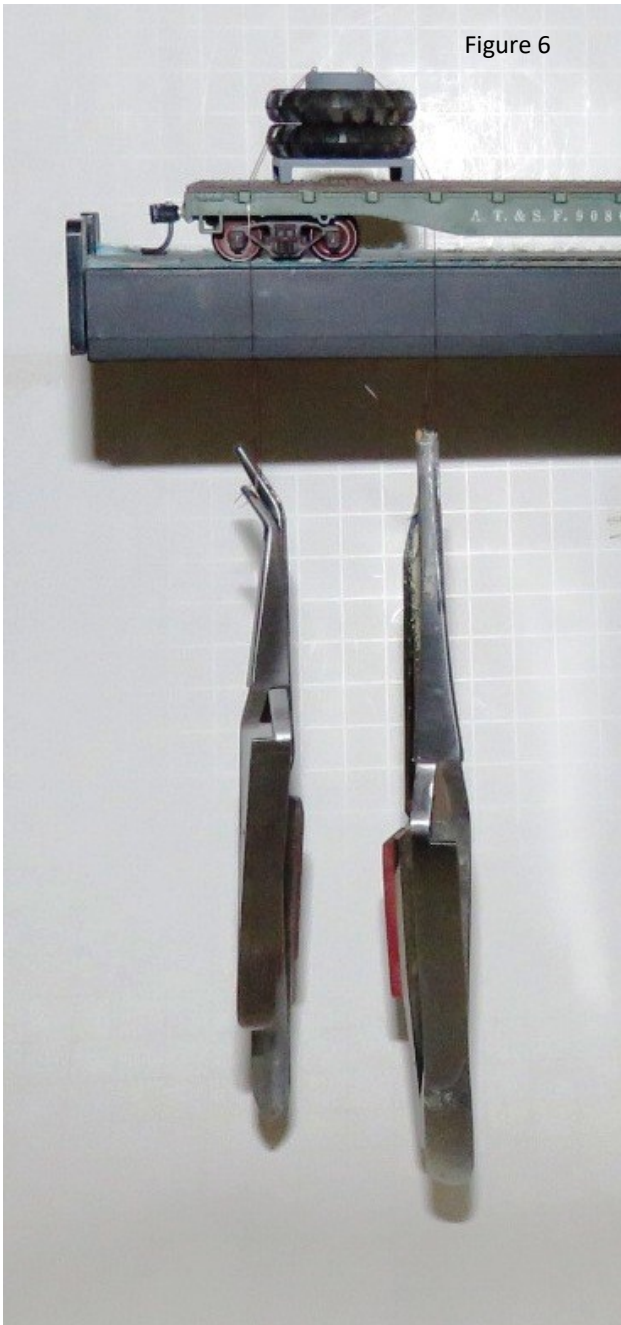


Figure 6



Figure 7



Figure 8



Figure 9



Figure 10

The Frugal (Cheap) Model Railroader

If you are interested in galvanized wire rope use the same procedure for coloring the fishing line, substituting the silver for the brown Sharpie. This application would be appropriate for old fashion wire road guard wires (prototype figure 11 and actual layout use figure 12). Additionally, simulated clothes line rope (prototype figure 13 and layout use figure 14) and swing set rigging (figure 15) can be adapted using fishing line.

Figure 11



Figure 13



Figure 12

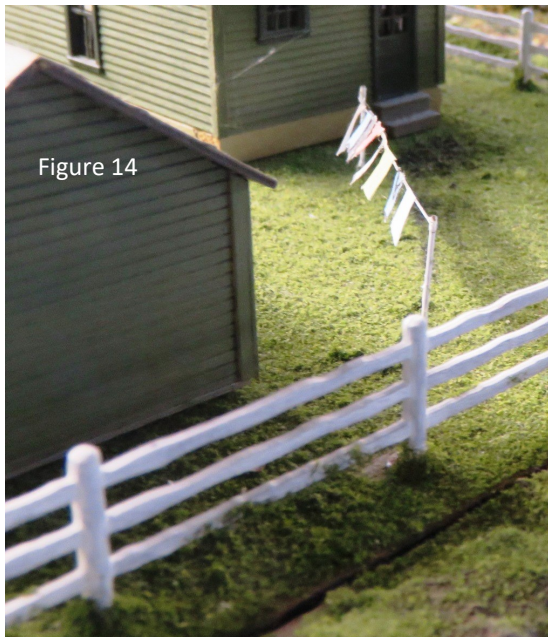


Figure 14



Figure 15

As always, let frugality be your guide as thoughts of “What can I create with this household item?” run through your mind!

article and photos by Ben Kubelski

Reference Section

Robert Getty has built a web application that indexes every segment of Ken Paterson's "What's Neat" YouTube show for Model Railroad Hobbyist Magazine. It's free to use and member's might find it quite useful: <https://wnindex.theconsist.com>

Sample screen shot below:

The screenshot shows the homepage of the 'What's Neat Index' website. At the top left is a circular logo featuring a train. The navigation menu includes 'Search', 'Presenters', 'Videos', 'Categories', 'FAQ', 'Tip Jar', and 'Contact'. A yellow badge on the right indicates '369 segments currently indexed'. The main heading is 'What's Neat Index' with the subtitle 'When Daniel Coombs isn't around to help find that segment!'. Below this is a search bar with the placeholder text 'Segment / Presenter Search' and a 'Search' button. The background image shows a model train set with a yellow locomotive and a blue and white passenger car. At the bottom, there are logos for 'MRH MODEL RAILROAD HOBBYIST' and a text box stating 'What's Neat with Ken Patterson is produced for Model Railroad Hobbyist Magazine'.

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The Railroad Museum of Pennsylvania's EMD GP30 locomotive #2233 leads an eastbound Conrail local freight train over Rockville Bridge on a chilly December day in 1983.

Watercolor copyright James R. Rose 2020.