
Susquehanna Sidetracks



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

May 2003
Volume 11, Number 2

Please visit the Official Division web site at <http://moosevalley.org/nmra/index.htm>

It looks like the weather is actually going to change and feel like spring. For me, this is the perfect time to get the camera out and do some rail fanning. Don't you just love the smell of diesels in the morning?

I would like to thank Bob Martin for hosting the division meet in March. For those of you who missed it, you missed two great clinics, one on the different powered switches to control turnouts and the other one on DCC decoder installs. Some of the members that are not so familiar with operations had a chance to take the controls and drive the train and perform some switching on Bob's railroad. I think a few more just might be coming down with the "operations bug". I enjoyed spending some time talking trains and enjoying the friendship of the members I don't get to see very often. If you haven't attended a division meet lately, your missing out on the fun!

Director Elections

Enclosed is a ballot with the five names running for Division Director. Please vote for up to three people and return the ballot by May 31st. The three people receiving the most votes will be the Directors for the next two years. A brief bio about the candidates can be found on pages 4 and 5. The ballot is already addressed and includes the stamp, so please take a minute to vote and return your ballot. The results of the election will be announced in the June issue. Good luck to all the candidates!

Next Division Meet Scheduled

The next Division 11 meet is scheduled for Saturday, May 17th from 10:00 AM to 3:00 PM at Bill Fraley's Jefferson Central Railroad in S Scale and Rich Barth's HO scale railroad. Make plans now to attend! For more information and directions, please see page 3. If you have internet access, please visit the

division web site (web address at the top of this page) to view some photos of Bill Fraley's railroad.

Reading Society of Model Engineers Spring Open House
Reading, PA
May 17-18, 2003
12 PM – 5 PM
www.rsme.org

Great Scale Model Train Show
Timonium, MD
June 21-22, 2003
9 AM – 4 PM Saturday
10 AM – 4 PM Sunday
www.gsmts.com

Potomac Junction
MER Fall 2003 Convention
Reston, VA
October 10-13, 2003
<http://members.cox.net/chyde/PotomacDivision/Potomac-Junction.html>

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Submissions: The Susquehanna Sidetracks welcomes any model railroad or railroad related material. Members are encouraged to send in articles, letters to the editor, reviews, etc.

Super's Corner – Brian Brandt

Greetings,

Now that the warmer weather is upon us, we probably will be putting our modeling on the back burner. I hope the winter was good to you all. We have a great meet set up for this month. I hope to see you there. While on the subject of our meets, I would like to thank Bob Martin for his hospitality in February. In this newsletter, you will find a ballot for the election of our directors. The ballot is on a stamped post card. Please return the card by May 31. Also, there will be some kind of election for directors of the MER coming later in the year. Please vote for them also. If there any suggestions for meets or other functions please let Scott Turner or me know. We are always looking for new places.

Brian

Potomac Junction – MER Fall 2003 Convention

The next Mid Eastern Region convention, Potomac Junction, is scheduled for Oct. 10 – 13 in Reston, VA at the Sheraton Reston Hotel and will be hosted by the Potomac Division. This is Columbus Day weekend, so the convention will be an extra day than normal. This convention will have plenty to offer, like hands-on clinics, exceptional home layouts (some of which have been covered in Model Railroader and model railroad videos), the infamous Bob Charles Auction Team, a white elephant table, prototype tours, maps to area rail fanning locations, a banquet, the usual modeling contests (so bring your models to be judged) and other things still in the works.

If you have never attended a MER convention or haven't attended one in a while, why not make plans now to attend this convention? This is a great way to meet new people that share your same interests, to learn from some of the regions best modelers, to see other model railroads that you have read about in the model railroad magazines, which might give you ideas for your own railroad, and to show off some of your own modeling skills.

More information about this convention can be found in an upcoming issue of The Local or on the internet at the convention web site:

<http://members.cox.net/chyde/PotomacDivision/Potomac-Junction.html>

Next Division 11 Meet - Saturday, May 17, 2003 - 10:00 AM to 3:00 PM

Susquehanna Division 11 is pleased to announce the next division meet will be held at Bill Fraley's Jefferson Central Railroad in S Scale and Rich Barth's HO scale railroad on Saturday, May 17th from 10:00 AM to 3:00 PM. The meet will start out at Bill's Jefferson Central at 10:00 AM. Bill will give us a tour of his railroad, talk about S Scale and what it has to offer, he will present a clinic on painting figures, as well as some of his articles on various construction projects and there will be a contest. More info about the contest will be given at the meet. There will be several Great Model Railroad video tapes running in the TV lounge.

We will break for lunch around noon. There are various fast food places in the area. More information will be available at the meet. Then at 1:00 PM the meet will reconvene at Rich's HO railroad. Rich will give us a tour of his railroad and view his large train collection.

Enclosed is a description of Bill's Jefferson Central Railroad. Bill normally hands this out to his visitors when they arrive, but he wanted to give us this information ahead of time.

Rich's HO railroad is based on the PRR in the transition era, with more leaning towards steam. The train room is 27 feet by 14 feet including the isles. The railroad is wired for DCC, but the unit for DCC Rich wants is not ready yet. There are two yards, with one having a six stall roundhouse while the other has a three stall. It's basic shape is a twisted dog bone. The turnouts are all operated with the delare switch machines. Display cases are built under the layout, which display his toys he had as a kid. Two walls have display shelf units, which house motor power from standard gauge to "N" gauge. There is a lot of Marx and Lionel on display as well.

DIRECTIONS:

Bill Fraley's Jefferson Central Railroad
150 West Caracas Ave.
Hershey, PA 17033

From Harrisburg:

- Take Route 322/422 East into Hershey.
- Stay on Route 422 East (West Chocolate Ave.) and make a left onto Ridge Ave.
- On Ridge Ave, go 1/2 block - First Union Bank parking lot. 150 West Caracas Ave. is opposite the bank. Railroad crossing sign will be on the lawn. Please enter through the side door.

From York:

- Take I-83 North towards Harrisburg
- Follow I-83 North across the Susquehanna River and past Harrisburg. Follow the sign for Route 322 Hershey.
- Take Route 322/422 East into Hershey.
- Stay on Route 422 East (West Chocolate Ave.) and make a left onto Ridge Ave.
- Go 1/2 block to the First Union Bank. 150 West Caracas Ave. is opposite the bank. Railroad crossing sign will be on the lawn. Please enter through the side door.

From Lancaster:

- Take Route 283 West towards Harrisburg
- Take Route 743 North towards Hershey
- Stay on 743 (Giant Foods-Cocoa Ave.)
- Continue north towards Hershey Square
- One block before the square [Chocolate Ave.] turn left onto West Caracas Ave. [Hershey Fire House]
- Go two blocks to First Union Bank. 150 West Caracas Ave. is opposite the bank. Railroad crossing sign will be on the lawn. Please enter through the side door.

From Reading:

- Take Route 422 West towards Hershey
- Stay on Route 422 West (West Chocolate Ave.) and make a right onto Ridge Ave.
- On Ridge Ave, go 1/2 block to First Union Bank. 150 West Caracas Ave is opposite the bank. Railroad crossing sign will be on the lawn.
- Enter through the side door.

Rich Barth's HO Railroad
3026 Mt. Gretna Road
Elizabethtown, PA

From the Jefferson Central Railroad:

- Take 422 West
- Turn left onto Route 743 South towards Elizabethtown
- At the intersection just prior to Route 283 Interchange (Beverley Road) turn left
- Turn right on Koser Road
- Turn left onto Mt. Gretna Road
- Continue 3 miles to 3026 Mt. Gretna Road on the left hand side.

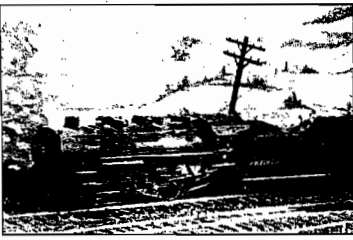
Division Director Candidates

Bruce Allison

Started in the railroad hobby as a kid when I (wisely or unwisely) in 1952 sold my Lionels for cash to buy a Mantua 0-4-0 Shifter kit and start modeling HO scale. The hobby was put in boxes and on the shelf for the next 45 years as my wife Milly and I raised four children who were more interested in slot cars and speed than model railroading. As my retirement approached from my career in the wholesale distribution business with Raub Supply Company and since 1990 as co-owner with my son Rich of Power-Draulics Inc Distributors in Lancaster I was encouraged by my wife to start building that layout I was always talking about. My Colebrook & Cornwall RR short line with a Pennsy main line now takes up a 16 X 14 space I land grabbed in our rec room. I model the 50s and the 0-4-0 still does the job and is now enjoyed by our nine grandchildren. As I tried to catch up with our hobby I have attended many shows and try to attend the local meets. If I can help us promote our hobby in some way as a director I would be happy to do so.

Fred Vealey

I am a life member of NMRA since 1982 and a life member of MER since it was first offered. Retired from Social Security Administration, Baltimore, MD as a Financial Operations Analyst. I served as a Boy Scout Scoutmaster for ten (10) years, from 1972 to 1982 and have served as BSA district Advancement Chairman for 5 years. I am also a past President of two Toastmasters clubs and a past President of Abbottstown, PA Lions Club. I have served on numerous committees and work groups over the years. I am a Veteran of Us Army Air Force/US Air Force from 1945 to 1950, working in Public Information and Unit



JEFFERSON CENTRAL RAILROAD

"WHERE SERVICE IS BEST - EAST AND WEST"

3/16TH SCALE MODEL RAILROADING IN "S" SCALE

Justin O. Rinkydink, CEO

Ima Ann Rinkydink, President

Welcome to the Jefferson Central model railroad. I'm sorry that I can't be with each one of you touring my layout, as I have the trains to run. However, I have listed below a few highlights of our model railroad.

The Jefferson Central is a bridge railroad that is slowly converting its equipment over to the READING RAILROAD. It is also a compilation of a lifetime of my growing up in Central Pennsylvania. Actually, in my youth, I ran and played along the READING mainline off of Paxton St. in Harrisburg, Pa. (Allison Hill) I remember many times as kids, that we would lay on the ground as the big READING steam locomotives would roar down the tracks on their way to the Harrisburg station. We would try to keep our bodies on the turf, but they danced up and down, just like the locomotives big drivers pounding on the rail. On their way east, we could hop the coal trains as they tried to gain speed on their way upgrade to Reading, Pa. and even further on to Philadelphia, Wilmington, Del. and New York City. The main line was called "the Lebanon Valley Route". Those were glorious days and little did I know that many years later, I would try to duplicate those early times.

HIGHLIGHTS.....

The track is a mixture of hand laid and flex track. Most of the turnouts (switches) are hand built and are either operated electrically or manually. The rail is code 125 brass on the upper division main line, all other is code 100 nickel silver. The layout is cab controlled. Actually, three trains can be operated at one time. For example; (1) Jefferson City (O'Connor Yards), (2) the Upper mainline, Central City and (3) the Lower division (Kweens Nuggets Mine and Petticoat Junction area).

Starting as you come down the basement stairs, is the large city of Jefferson. There you will find a large sea port, a staging / exchange yard, various industries and O'Connor Yards. This was the first section of the model railroad built back in 1974. The Jefferson Central has its engine house and yard facilities located there. The railroad works it's way east out under the steps towards Central City, onto the mainline, which is loaded with industries. The main money maker for the railroad is the Kweens Nuggets coal mine. But there is enough industry to support other freight business along the way.

Passenger trains run on the Jefferson Central, however, it is a money loser as the Central Pennsylvania people are starting to use their automobiles more and this has caused a lot of problems for the railroad. The railroad is thankful for the mail and freight business provided by the United States Postal Service that was still being provided in the 1960's.

The Jefferson Central has many interesting things happening on its railroad. As stated before, the model railroad is based on my experiences over the years. As you look around on the layout, you will see my grandparents OAK GROVE DAIRY (Mother's side) that was located in Mechanicsburg, Pa. in the 1920's. You will see my step-grandfathers Saw Mill that was located in Perry County in the 30 and 40's

Observe "Nick & Dick's Little Porkers" meat processing plant. My father's side of the family were meat processors and grocery men. My brother Dick is still in the meat business. Notice the boy's in the Quarry. The Paxtang Quarry is where we went in the swimming in the summer. The layout tells many stories, there are just too many to point out, look around, you might spot a few this time and some the next when you re-visit. CENTRAL CITY is in the middle of the layout. Many of the businesses are named after my friends. The KWEENS NUGGETS COAL mine is patterned after my many visits to Pottsville, Pa. to visit my cousin Joe and his family. (My Uncle Lester managed the Capital Bakers plant there for many years.)

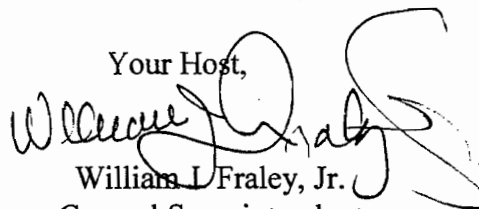
continued...

All of the buildings and rolling stock were either scratch or kit built. The BIG 5 Sporting Goods warehouse is so named, because, that is our son Jeff's company in Los Angeles, California. Since 1962 when I started modeling in "S" 3/16th scale, I have attended many conventions, entered many model contests and belonged to many model railroad clubs. My present status is that I am a member of the National Model Railroad Association (1962), National Association "S" Gauger's (1962), Mid Eastern Region (1962), and the Lehigh Valley "S" Gauger's model railroad club. I also like to write/photograph model railroad articles for various magazines. I'm currently serving as the editor of the Lehigh Valley "S" Gauger's newsletter, THE ROUNDTABLE and am also writing a regular column (S SCALE MODELING) for the NMRA, Mid Eastern Region LOCAL.

I have gained the NMRA MRR *Author* ACHIEVEMENT AWARD for writing. The Jefferson Central has earned the NMRA GOLDEN SPIKE Award. Over the years I also have garnered many awards for model building in the NMRA, MER and NASG Master Craftsman Division, many of the certificates and models are on display around and on the layout.

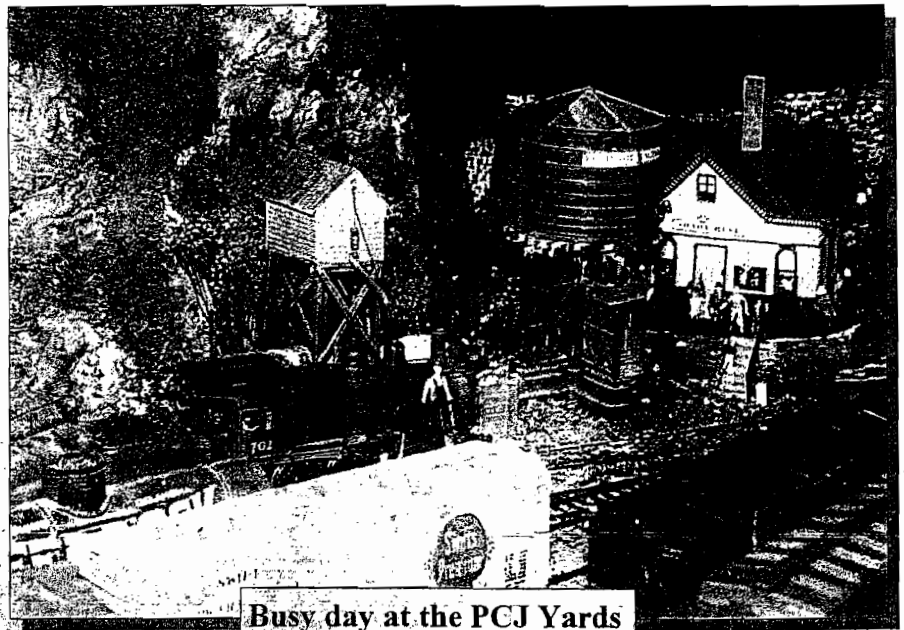
We hope that you have enjoyed your trip on the Jefferson Central and that you will come back again. We would love to have you join us in modeling in 3/16th scale "S" gauge, for we have much to offer. The idea of this tour is to "whet" your appetite, and to entice you to start model railroading in your home, either in Tin-plate, Hi-Rail, Narrow Gauge or in standard "S" scale.

Bill Fraley, General Superintendent
Jeff Fraley, Superintendent
Nicholas J. Fraley, Inspector
Mary Fraley, Treasurer
Susie Fraley, Secretary

Your Host,

William J. Fraley, Jr.
General Superintendent
Jefferson Central Railroad

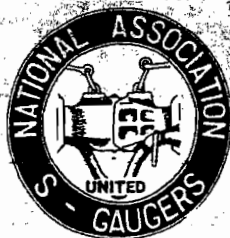


Central City Station



Busy day at the PCJ Yards

January 2002 edition



The Reading Society of Model Engineers Spring Open House and Model Railroad Show

12:00 'till 5:00pm
May 17 & 18, 2003

READING SOCIETY
MODEL ENGINEERS

RSME
LITE RAIL
BRANCHLINE



Featuring:

- 15", 7¼" and 4¾" Gauge Outdoor Live Steam Railroads
- O, On3, Scale and Tinplate Layouts
- Explorer Post 902 HO Modular Railroad
- Displays and Refreshments
- Souvenirs Available
- David Deacon Blanchfield Ring Circus Displays

DIRECTIONS

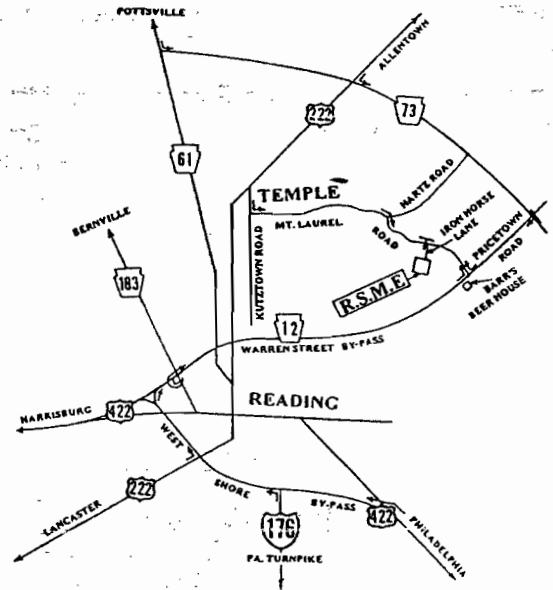
From Reading: Take Rt 422/222 east to Rt. 12. Follow Rt. 12 about 7.2 miles. One block after passing Giannotti's Country Manor (on left) turn left on Mt. Laurel Road. Go ½ mile, and turn left into Ironhorse Lane.

From points North: Take Rt. 222 or Rt. 61 south, turn left on Rt. 73 approx. 5 miles to Rt. 12 (Pricetown Road)(Redners on far left corner). Turn right on Rt. 12. Go about ¼ mile to Mt. Laurel Road and turn right. Go ½ mile, and turn left into Ironhorse Lane.

From points South: Take Rt. 222 north to Rt. 12 east. Follow Rt. 12 about 7.2 miles. One block after passing Giannotti's Country Manor (on left) turn left on Mt. Laurel Road. Go ½ mile, and turn left into Ironhorse Lane.

From Philly Area: Take Rt 422 west to Rt. 12. Follow Rt. 12 about 7.2 miles. One block after passing Giannotti's Country Manor (on left) turn left on Mt. Laurel Road. Go ½ mile, and turn left into Ironhorse Lane.

From Points West: Take 422 east to Warren Street Bypass (becomes Rt. 12). Follow Rt. 12 about 7.2 miles. One block after passing Giannotti's Country Manor (on left) turn left on Mt. Laurel Road. Go ½ mile, and turn left into Ironhorse Lane.



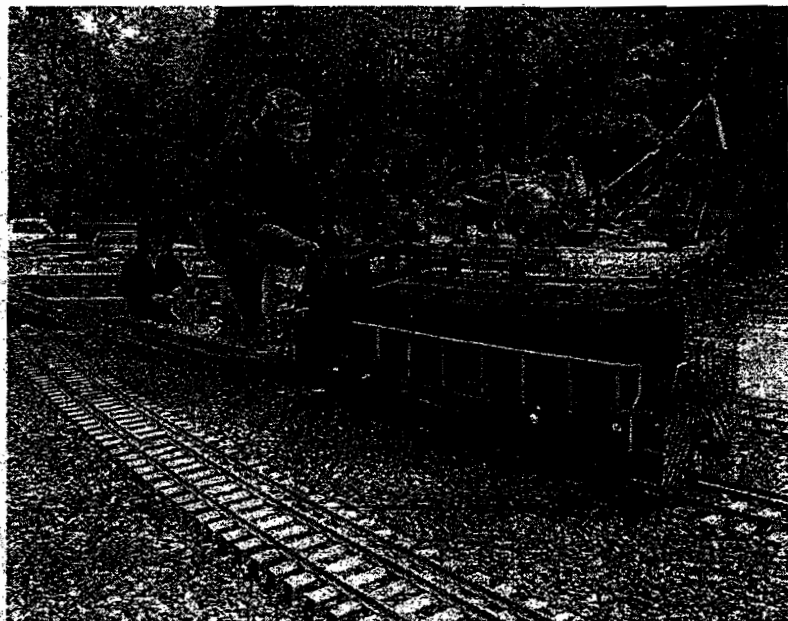
Look for "RSME" signs
Admission by Donation

Clubhouse Phone: 610-929-5444

Web Site www.rsme.org

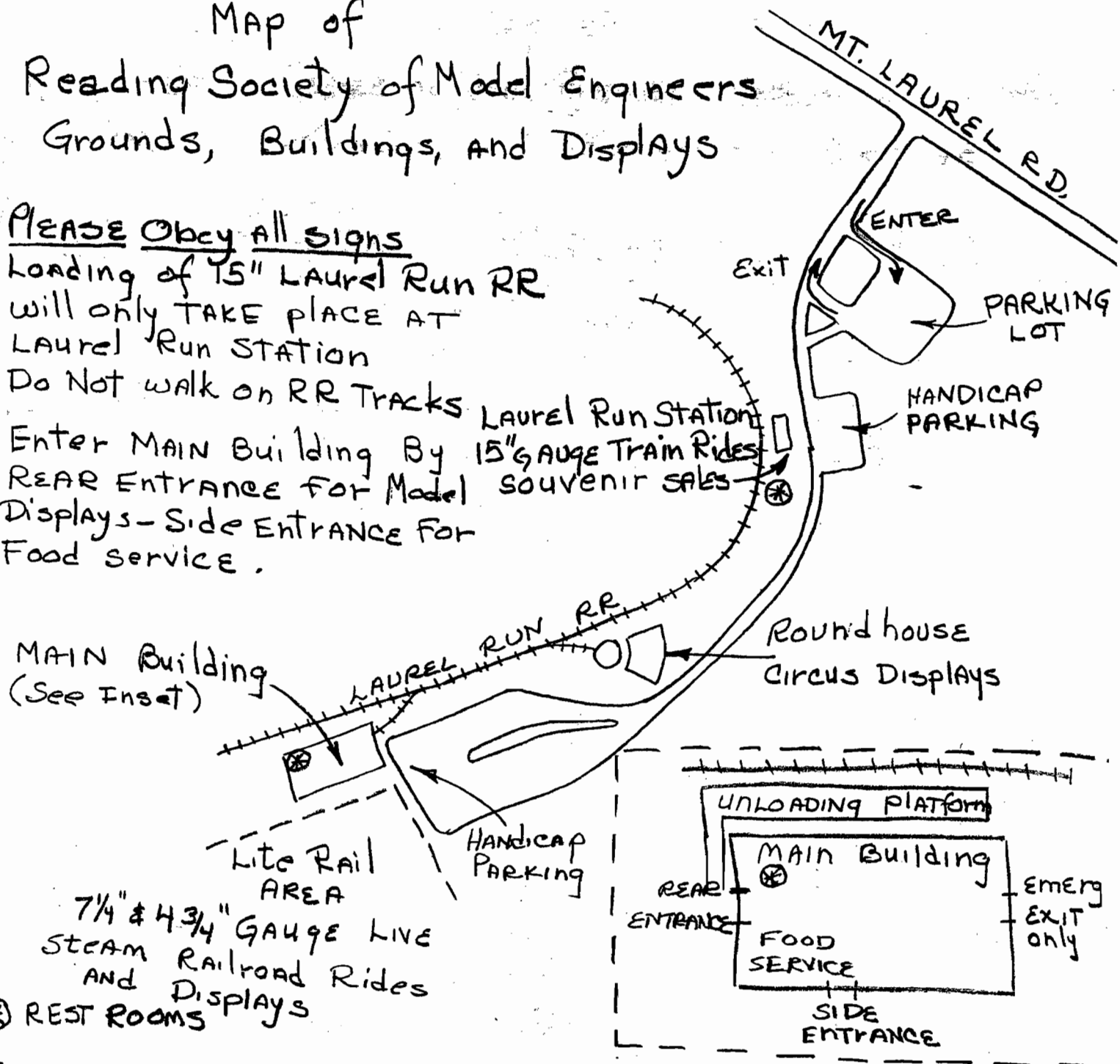
**OUTDOOR RR WILL NOT
RUN IN BAD WEATHER
CONDITIONS**

**STEAM OPERATIONS
DEPENDENT ON FIRE
SAFETY CONDITIONS**



MAP of Reading Society of Model Engineers Grounds, Buildings, and Displays

- PLEASE Obey all signs
- Loading of 15" LAUREL Run RR will only TAKE place AT Laurel Run Station
- Do Not walk on RR Tracks
- Enter MAIN Building By REAR ENTRANCE for Model Displays - Side Entrance for Food service.



* REST ROOMS

- * Laurel Run RR -- 15" gauge outdoor train ride
- * Lite rail -- 7 1/4" & 4 3/4" gauge outdoor live steam RR
- * "O" gauge -- Indoor model railroads 2nd Floor of MAIN Bldg.
- * "HO" gauge -- Indoor model railroad Ground Floor of MAIN Bldg.
- * Circus Display -- Circus models located in Roundhouse.
- * Food Service -- Food & drinks Ground Floor of MAIN Bldg.
Hot dogs, BBQ, Desserts, Baked Beans and Drinks

Publications areas. I am an N scale modeler and most recently organized an N Scale round-robin group for Adams, York, Lancaster and Dauphin counties. I served as transportation volunteer at the NMRA Valley Forge National Convention. I would like to use my experience and enthusiasm to help build membership, participation and programs in our division area. I would also like to see our division get more active in the modeling activities of both the local area and the MER. I will make myself available to assist the division or any member in any way I can.

Alan Frame

I have served as a director of the Susquehanna Division since January 2000 and prior to that as the superintendent. I returned to the hobby in 1989 after the Cherry Hill, NJ convention. Found the division not active so I met with others to restart the division at that time. I am active in the NMRA, MER at conventions, judge contests, and I am the York County Boy Scout Railroad Merit Badge counselor. I am active in the achievement program. Member of the Miniature Railroad Club of York, Maryland and Pennsylvania Railroad Preservation and Historical Society (past superintendent, merchandise chairman), Maryland and Pennsylvania Railroad Preservation Society. I will continue to work to better the division.

Scott Turner

I have served as a division director for the past 2 years and would like to continue to help move our division in the right direction. While things are improving within the division, I feel there is still some work to do. I also served as a member of the Dutch Station 2002 convention committee. As for my modeling, I am in the early stages of building an HO scale railroad based on Conrail in the late 1990's. I hope that you give me the chance to server for another two years as director.

Eastern Car Works Pennsy F38 Flatcar – Jim Atkinson

For those of you that like Pennsylvania Railroad equipment, Eastern Car Works has recently marketed a class F38, 500,000 lb. capacity flatcar. This twelve axle, sixty foot centipede makes an interesting addition to any rolling stock roster.

During construction I found some problems that are easily corrected. The first is the lightweight of the styrene model. I used .060 Diameter solder cut in appropriate short straight pieces and stuffed them into all the cavities of the upper body casting before gluing the bottom body casting to the upper piece. The solder isn't visible on the completed model and gives it enough weight to operate empty. Second it comes with twelve nice metal axles with metal wheels. Unfortunately all twelve were out of gage in my kit. Squeezing them in a small vice to the correct dimensions cured that problem. Third, after you figure out how to mount the four brake air cylinders, they will bind against the ends of the six wheeled trucks. I cut a little off the end of each truck and a little off the air cylinder flanges and had the needed clearance to negotiate 24" Radii. Neither modification is visible when the car is on the track and they are necessary for proper operation. Forth, the plans could be clearer especially for a fifty dollar kit. You need to figure out how to mount the brake air tanks and the four end pieces properly. Also I substituted better brake wheels (two) for the cheap looking ones supplied with the kit.

The kit includes parts for several versions of the two F38 cars. I found a color photo in Classic Freight Cars Volume 6, Flats and Gondolas, on page 37 (taken in 1971) and used it as a guide during construction. The kit takes Kadee #5's or equivalent but I did add a thin washer in the coupler pocket to reduced excess vertical coupler movement. Proper PRR decals are included in two styles.

Either empty or loaded with some 250 ton monster contraption this car would be an interesting addition to any train.