

The Rusted Rail

www.pennscalers.org

It has been many moons since the last edition of the club newsletter. The club participated in many shows since last summer and we have an intensive schedule coming in the next few months. We have also welcome some new members to the club since last summer. Welcome to all the new members. The club continues to grow with more modules with even more under construction.

Since last summer, we have setup at many of our traditional shows. We showed at the N-Scale Weekend in Bedford and a great time. During the show and after the show. Next came the Model Railroading Days at Strasburg. This was a joint show with our club and members of the Northern Virginia Group. This type of setup is always a fun time as we get to interact with other Ntrak groups. The Mechanicsburg Museum Association asked us to setup again for the holidays. This year we were fortunate enough to setup in the old freight station, which gave us more room to move. Again it turned out to be good public exposure for us and the Museum. Thank you for everyone that was able to help the museum. We started the new year attending the York, Greenburg show for the 3rd year. This is a nice event to start out the year. More recently we set up again in Steelton for the NHRS show and some club members participated in a joint layout at the Great Scale Model Train Show at Timonium. The Northern Virginia group asked us join in their layout for this show.

In the next few months we have the annual Pennsylvania Railroad Technical and Historical Society showing in Camp Hill, Pennsy Days and Model Railroading Days at Strasburg, N-Scale Weekend in Bedford and the Run/Work session at the Halifax Fire Department. For those that do not know, the Run/Work session at the Halifax Fire Department will be open to the public. Invite everyone you know to come and see what we are all about. We will have an operating layout, if you have work to do on your module at the fire hall. Also if anyone is willing to demonstrate any module building or scenery techniques, it would be appreciated.

Red Line Ramblings

In recent news, the club has purchased DCC equipment to use on one line of the layout. This will be a nice addition of the members of the club who own DCC engines. Also the club purchased a banner to use at all shows. A PVC frame and anchoring system are currently in design with a goal of being ready for the PRR show in May.

If anyone has information they would like to submit for use in newsletter, please email them to newsletter@pennscalers.org.



Club Participation Events

These events are events the club has agreed to participate in.

Pennsylvania Railroad Technical & Historical Society Annual Meeting– May 15th-18th, 2008

Radisson-Penn Harris Hotel
Camp Hill, Pa 17011

Pennsy Days - May 30th-June 1st, 2008

Railroad Museum of Pennsylvania
Strasburg, PA

Run/Work Session, Sunday July 22nd, 2008

Halifax Fire Department
22 South River Road
Halifax, Pa 17032

1-5 pm

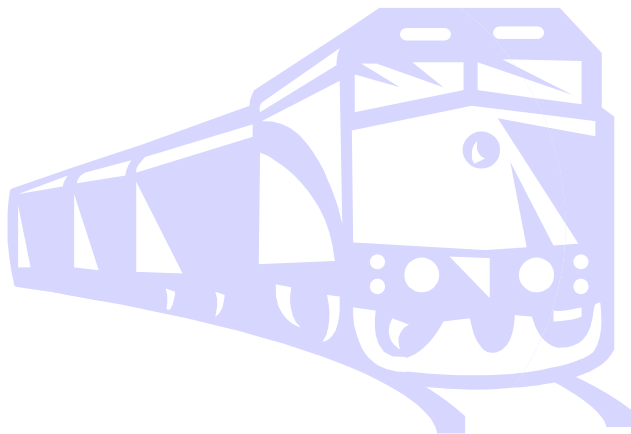
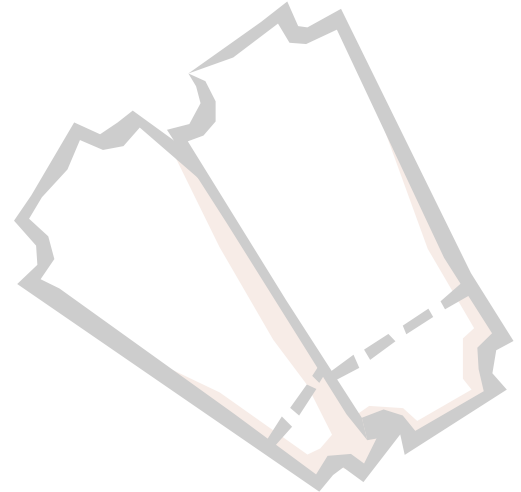
Open to the public, donations accepted

N Scale Weekend - August 23rd & 24th, 2008

ProCare SportsPlex
125 Willow Grove Drive
Everett, PA 15537
Saturday 10am-5pm, Sunday 9am-3pm

Model Railroading Days - October 10th-12th, 2008

Railroad Museum of Pennsylvania
Strasburg, Pa



Other Events

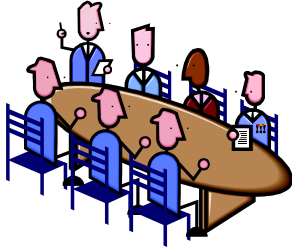
Great Scale Model Train Show

June 28th and 29th

Maryland State Fairgrounds

Timonium, Maryland

[Website](#)



Meeting Schedule

Meetings are scheduled for the first Tuesday and Third Sunday of every month. Unless otherwise noted below:

Tuesdays (6:30pm to 8:00pm)

- May 6th, 2008
- June 3rd, 2008
- July 1st, 2008

Sundays (1:00pm to 5:00pm)

- May 18th, 2008, **Cancelled** (PRRT&HS Show)
- June 22nd, 2008, due to Fathers Day
- July 20, 2008
- Check website for up to date (Official) meeting days, as they may differ from those published here.
- Tuesday meetings to be held at Mark's house as normal. (See website for directions)
- Sunday meetings will be on a rotating basis with various members hosting. Please see the website for meeting locations and directions.

Club Financial Statement As of March 1st, 2008

Previously Reported Balance: \$366.01

Income:

Dues:	\$220.00
Show Proceeds:	\$100.00

Other Income:

Shirt Sale	\$20.00
Power pole Sales:	\$28.00
Mechanicsburg Raffle Proceeds:	\$89.00
GLa Proceeds (Through 12/31/07)	\$150.00

Expenditures:

None:

Interest:

As of March 1st:	\$11.57
One time account	
Opening interest bonus	\$25.00

Ending Club Fund Balance: \$1009.58

Additional Information:

Upcoming expenditures: Club banner and support frame, DCC equipment for Red line



Suggestions, Inquiries, Comments?

Please contact the editor of the newsletter at newsletter@pennscalers.org. Please let him know of any comments or concerns you may have with the content presented in this edition. The contents contained within are at the understanding of the editor. ©2007 [Capital PenNScalers](#)

Baldwin Centipede

The Baldwin DR-12-8-1500/2 was Baldwin Locomotive Works' first real attempt at a production road diesel locomotive. The long type designation meant Diesel Road, 12 axles, 8 driven, 1500 HP engines of which there were 2. The trucks were configured in a 2-D+D-2 wheel arrangement, prompting the nickname 'centipede' for obvious reasons.

Built between December, 1945 and July, 1948 the locomotives were built on steam and electric construction practice. The car body rode on two massive articulated cast steel half-frames, linked in the middle with a hinged joint. Unpowered four wheel trucks at each end guided the locomotive through curves for stability at speed. Articulation transmitted the force of the motors through the main frame of the locomotive, rather than through the car body as with a vehicle resting on the kingpins of swivel trucks. Past experience with steam and electric locos convinced the engineers that a high speed, high horsepower unit needed an engine truck to enable it to east the mass of the engine into curves.

The prototype, numbered 6000, was designed to hold eight V8 diesel engines transversely, but ultimately only ever received four, which proved to be plenty. It first ran in 1943, but high costs put it into storage until it was partially disassembled and the remains scrapped in 1945.

In December, 1945 the first production centipede of an eventual total of 55 units hit the rails, being delivered to Seaboard. Seaboard would take delivery of 13 more units, while PRR acquired 24. The remaining units were divided between Baldwin itself (2 demonstrators) and the Nacionales de Mexico, who kept some of them in service as late as 1971.

The Pennsy centipedes were ordered as pairs, drawbar coupled back to back, making a 180 foot long, 6000 hp locomotive to tackle the Allegheny grades and sustain high speeds in Ohio and Indiana. Originally assigned to passenger duty, they were later relegated to freight helper use after their performance was deemed less than satisfactory. 1958 found all 24 of the PRR units in dead storage at East Altoona. Some were fixed, some were cannibalized for parts, but all were believed gone from duty by 1963. Problems with the centipedes centered around the liquid systems (leaks, sometimes leaking fuel oil into the electrical cabinets causing fires), piston rings and connecting rod bearing failures, and brake shoes (96 per two unit loco). Faults aside, crews generally liked running them thanks to their large cabs and smooth ride.



Imperious Leader Report (July-Sept)

Hi folks,

As I'm writing this, it's Labor Day and we're a week out from a great time at Bedford at the end of August.

While we don't do many showings during the summer, that doesn't mean that we haven't been busy. Back at the beginning of June, we had a successful collaboration with a few folks from NVNTRak, and it looks like this will expand at the Model Railroading Days event at the Railroad Museum of Pennsylvania in mid-October. A big thanks goes out to Dale Rider for coordinating this both in June and at the upcoming October event.

During the summer we also began our conversion to Power pole connectors. We initially converted the 'inside' connections of my group of 3 matched modules. The initial shakedown of this conversion happened at Bedford without a hitch. This conversion will continue in manageable steps for the foreseeable future. Once again, a big thanks is due to Dale for coordinating this and ordering the parts.

Our most recent event was our second visit to the Bedford N Scale Weekend. I must say that this year was a great experience, I suspect because the weather was better and we knew what to expect and how to get the most out of the event. I'm definitely looking forward to going back next year. Thanks to all who attended, especially since this is our 'road trip' for the year, and I am fully aware that the costs of attending this event are not minor.

Over the Summer, we've also picked up a few new members, and a few prospects, so here's hoping that we can continue to grow, not only in terms of new members, but also of new ideas, and ultimately in square feet of modules.

Next up, is, I hope, another event filled Holiday Season like last year. I will keep everyone posted as this develops. And, don't forget the (hopefully) first annual Capital PenNScaler's Barbequed Carcinogens Extravaganza coming up at the September Sunday meeting.

Let's keep the fun rolling!

Mark



Imperious Leader Report (Oct-Mar)

Hi folks,

This is a quick addendum to the ILR included in this issue, that was written back in September.

Boy, how things can change in 6 months!

First off, we had Model Railroading Days at the Railroad Museum of Pennsylvania in October with the folks from NVNtrak. The combined layout had a length of 51' feet. A great time was had by all.

Secondly, we made it through another busy, but highly successful holiday season. Thanks again to all who helped out. We managed to pick up a new member or two, and lots of new modules are under construction.

The Summer and Fall this year look like great opportunities for us to continue to expand our 'footprint' and keep the fun rolling along. Additionally, we're in the procurement stages for a club banner to better advertise our presence, and the possible acquisition of DCC equipment for one of the lines.

Things are definitely happening.

If you're not yet a member, why not join the fun?

Mark



Membership Interest???

New members are always welcome and anyone interested in joining is free to attend meetings to get to know us. The club is a fairly laid back group and we are all here for fun and to enjoy the hobby. The club participates in many showings per year at various local and regional venues. Attendance is not mandatory, but is encouraged. Currently the club meets two times a month. Members have the option to construct their own modules using the N-Trak standards of construction. Members are free to create a unique theme or to model similar to current club modules. Existing club members are available for any questions or constructive suggestions for ideas. If you should decide to join the group, we do have annual dues of \$20 per household. This helps to offset group expenses somewhat and it is prorated depending on when you join. Details are on the club website.

Look for the club events listed in this newsletter and on the club website and feel free to stop by and talk to us. We are more than happy to talk to everyone we meet.

If you have any questions or comments, please feel free to contact us @ info@pennscalers.org

www.pennscalers.org



Capital PenNScaler's N-Trak
c/o Mark Friend
506 Ohio Ave
Lemoyne, Pa. 17043