



The Keystone Corridor



NMRA Mid-Central Region, Division 11

Serving
Forest,
Jefferson,
Clearfield,
Clarion,
Venango,
Elk, & Cameron,
Counties

November/December, 1996

Volume 3, Issue 10



Super's Report

By: Superintendent Gary Lasher

November:

10

Division 11 Meeting
Meeting starts at
2:00 pm
Clarion Model
Railroad Club
515C Main St.
Rear entrance
Clarion, PA

Nov. Dec.:

29, 30 7, 11-14,
18-21

Clarion Model
Railroad Club train
Exhibit
Nov 29
10 a.m. - 9 p.m.
Nov 30
10 a.m. - 5 p.m.
Dec 7, 14, 21
10 a.m. - 5 p.m.
Dec 11-13, 18-20
6 p.m. - 9 p.m.
Contact:
Robert Hartle
(CCP pg. 2)
515C Main St.
Rear entrance
Clarion, PA

First of all, let us congratulate our former Newsletter Editor and Division 11 Member, Max Magliaro, for winning the November 1996 R.M.C.P. Dremel Kit Bashing Award and for again being published within the pages of R.M.C. Please check the article out and when you see Max, give him a pat on the back for a job again, well done.

Thanks also to Rich Steiner for assisting in setting up the Bellefonte trip and for volunteering to be Newsletter Editor for a few months beginning January 1997. Thanks also to Jeff Bowman for being our 1996 Editor. I think we can say to Jeff, well done, and we will miss that neat Internet stuff.

The October meeting was in Clearfield and our host, Jim Brown, was quite gracious in letting us operate the BT&E after the meeting. He did not even ask yours truly to leave the premises when mixed minerals East went south in one of his tunnels with guess who at the controls? Thanks Jim, I am happy you took it so well. At least the minerals were well mixed!

Discussion was held on several items foremost of which was the change to the point awards for Bring and Brag. Starting in 1997, points will be awarded for first, second and third place. See last month's "Keystone" for more information and a Bring Brag Report this issue.

Discussion, also was held, regarding recent correspondence from MCR President, Mike Brestel, relating to 100% NMRA membership within the Divisions and how the NMRA's liability insurance may not be available if a said Division is not 100% NMRA. In reviewing our member list, and from discussion at the meeting, I believe we need not worry too much since from what I can gather, we are at least 99% NMRA, and the 1% is being worked upon as we write

with hopefully favorable results. The only foreseeable glitch is making certain that member arrives in Division 11, which is being explored. I hope to do some small blurbs in the future on the benefits of belonging to the NMRA, but will not dwell on the subject here. I will get on my soapbox sometime in the future.

Our trusty Secretary could not be present, therefore, I jotted down some key points and here they are: Treasury: As of 8/96 our old balance was \$424.63. Took in \$70.00 and paid out \$12.80 for a balance of \$481.83. In 9/96 we started with \$481.83, took in \$510.00 and paid out \$244.20 which left us with a September balance of \$747.63.

We have one new member, Russell F. Hass, who I discovered is also a member of the Railroad Industry Sig., same as yours truly. We would like to welcome Russ aboard and look forward to any expertise he may wish to contribute.

Future meeting dates and sights are as follows:

Jan 97 at Bill Drummond's with the B&B as Passenger Equipment.
Feb 97 in DuBois with host, Bill Murray and the B&B RR Business Cars.
Mar 97 at Rich Steiner's with the B&B as your favorite diesel.
Sept 97 with a tentative trip over the Knox and Kane.

That's it. Next meeting at the Clarion Club on November 10. We only had 10 members present in Clearfield with a couple of guest, so let us strive for doubling that number in Clarion in November to celebrate National Model Railroad month.

Gary

 **Officers** 

Superintendent	Gary Lasher	849-5842
Asst. Superintendent	Jim Brown	765-3205
Chief Clerk	Jack Campbell	849-8507
Newsletter Editor	Rich Steiner	

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RD2 Box 263
Clarion, PA 16214

Yearly Subscription Rate: \$10 Pike Ad: \$5 Send check or money order payable to "NMRA MCR Division 11" to Jim Brown - Treasurer (address under "County Contacts" below).

 **County Contacts** 

This is the current County Contact Person (CCP) list. Any member of Division 11 that receives this newsletter should get in touch with their CCP for the latest information on meetings or other division issues. You should also keep this list if you do not subscribe to the division newsletter so you can find out when and where subsequent meetings are to be held.

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Diesel Production Statistics

Diesel Locomotive Production Statistics
and List of Diesel Builders
Compiled and maintained by
Andrew Toppan (elmer@wpi.edu)
<http://www.wpi.edu/~elmer/>
Version 1.64 Last Updated 08/19/96

General Electric

GE started out producing electrical components for locomotives built by other companies and at various points teamed up with other builders (notably Alco) to build locomotives. In 1960 they introduced the U25B to the domestic market, and now are the number one builder in North America. GE purchased the Alco/MLW shop in Montreal, using it primarily for -S7 rebuilds. It was later closed. GE also owned the ex E-L Hornell, NY shops for several years, using it for Alco rebuilds and two F7A overhauls. The shop was later sold to MK. GE sold its rights to build Alco engines and spare parts, as well as the right to market the engines for all non rail applications, to Fairbanks-Morse in 1994. GE retains exclusive rights to market Alco engines for rail applications.

Engines:

IR--Ingersoll-Rand, various sizes and HP ratings
CB--Cooper-Bessemer, various sizes and HP ratings

Cat--Caterpillar, various sizes and HP ratings
7FDL--main GE engine, ratings of 2500 HP to 4400 HP with 16 cyls.,
1800 to 3200 HP with 16 cyls., 1800 HP with 8 cyls. used in all U series, -7, -S7, -8, -9 and most AC units.
9x10.5 inch cylinder, all turbocharged
HDL--new GE engine, ratings up to 6000 HP, used in later AC series

Shops:

Eric, PA
Sayre, PA (ex LV)--railcar shop
Montreal, Quebec (ex Alco/MLW plant, now closed)

(Continued on page 3)

Diesel Production Statistics (Continued from page 2)

Hornell, NY (ex E-L plant, closed and sold to MK)

***B-B Switchers**

'44 Ton'	?/40-?/56	348	Cat engine
'60 Ton'	?/24	1	IR engine
'60 Ton'	?/28-?/30	2	IR engine
'60 Ton'	?/31	7	IR engine
'70 Ton'	?/46-?/58	238	CB engine
two built as narrow gauge C-C units			
'95 Ton'	?/49-?/56	47	CB engine
'100 Ton'	?/28-?/30	11	IR engine
'dual power'	?/30	45	IR engine
variety of diesel-electric/battery and diesel-electric/battery/third rail units			
'ERIE 925'	?/31	1	IR engine
'DEY-2'	?/36	5	CB engine
'Model Y'	?/36	5	IR engine
'Center Cab'	?/33-?/35	7	IR engine
'Center Cab'	?/37-?/40	9	CB engine
'Center Cab'	?/39-?/40	4	CB engine
'Center Cab'	?/41	2	CB engine
'128 Ton'	?/43-?/45	3	CB engine
SL80	11/76-	5+	Still in production?
SL110	8/74-	39+	Still in production?
SL144	12/75-	29+	Still in production?

***B-B Roadswitchers (some rebuild)**

UD18B	?/56	10	[all 7FDL engine]
U18B	3/73-10/76	163	
C424M	5/80	9	
Alco 12-251 engine 2000 HP rebuild of C424s			
B23B	8/68-6/77	465	[all 7FDL engine]
B23-7	9/77-12/84	536	
BQ23-7	10/78-1/79	10	
B23-7 with extra large cab			
B23-S7	3/89-2/91	16	
remanufactured U23B, some subcontracted to MK			
'XP24'	4/59	2	
early U25B, demo/test units			
U25B	?/61-2/66	476	
U28B	1/66-12/66	148	
U30B	12/66-3/75	291	

B30-7	12/77-5/81	199	
B30-7A	6/80-2/82	58	
B30-7 with uprated B23-7 engine			
B30-7A1	4/82-5/82	22	
updated B30-7A			
B30-7A(B)	6/82-10/83	120	
cableless B30-7A			
B32-8	1/84-?/89	49	
B32-8WH	?/91-?/91	20	
B32-8 modified for passenger service			
U33B	9/67-8/70	137	
U36B	1/69-12/74	125	
B36-7	11/80-9/85	222	
B36-8	10/82	1	
developmental unit, later rebuilt as B39-8E			
B39-8	1/84	3	
all demonstrators			
B39-8E	?/84-7/88	145	
slightly updated B39-8, 4 are rebuilds			
B40-8	5/88-?/89	151	
B40-8W	10/88-10/90	84	
first unit was rebuilt from a B39-8E (ex B36-8)			


***C-C Roadswitchers(some rebuild)**


U23C	3/68-?/??	??	
U25C	9/63-12/65	113	
U28C	12/65-12/66	61	
U28CG	?/65-?/66	10	
U28C with steam generator			
U30C	1/67-9/76	600	
C30-7	9/76-2/85	1137	
C30-7A	5/84-6/84	50	
C30-7 with uprated B23-7 engine			
C30-S7	5/89-10/90	11	
remanufactured U30/33/36C, C30/36-7, some subcontracted to MK			
many others built with GE kits by FNM.			
M630M	10/91	1	
remanufactured M630, -S7 electronics, 16-251 engine			
C30-S7N	8/90-3/91	100	
identical to C30-S7 but all new, not rebuilt			
C30-S7NMP	8/94-9/94	34	

(Continued on page 4)

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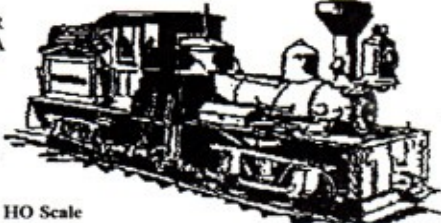
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J & S Lines

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Jeff Bowman
CEO



Point to Point HO Scale

Diesel Production Statistics (Continued from page 3)

C30-S7N with microprocessor			
C32-8	9/84	10	
demo/test units			
U33C	1/68-1/75	375	
U34CH	11/70-1/73	32	
U36C modified for passenger service			
U36C	10/71-4/75	218	
U36CG	4/74-5/74	20	
U36C with steam generator			
C36-7	6/78-12/85	169	
C36-8	?/82	1	
test unit			
C39-8	3/83-1986?	136	
C39-8E	1986?-12/87	25	
C40-8	12/87-?/92	581	
C40-9	?/95-?/95	125	
C40-8W	?/89-?/94	758	
C40-9W	?/96-	240+	
C41-8W	8/93-?/94	164	
C44-8W	1993	3	
C44-9W	11/93-	608+	
C44-9LW	1995	4	
AC4400CW	?/93-	1052+	
AC traction version of C44-9W			
AC4400CW(U)	?/95-	71+	
U50C	9/69	40	
AC6000CW	?/95-	171+	[all HDL engine]
*B+B-B+B Roadswitchers			
U50	9/63-8/65	26	[all 7FDL engine]
*B-B Electrics			
'Boxcab'	6/14-11/16	6	
'Center Cab'	7/50	3	
E25B	5/76-2/79	7	
updated, electric version of U23B			
*C-C Electrics			
E33	?/56-?/57	10	
3300 HP electric roadswitcher			
E44	12/60-7/63	66	
5000 HP electric roadswitcher			

E50C	5/68	2	
similar to E44			
E60C	12/72-10/76	6	
cowl body 6000 HP electric			
E60CP	12/74-11/75	7	
E60C with dual cabs and a steam generator			
E60CH	10/74-8/75	19	
E60C with dual cabs and an HEP set			
E60C-2	8/82-1/83	41	
updated dual cab E60C			

*2-D+D-2 electrics
 'Little Joe' ?/49-?/49 15
 electrics built for USSR, 15 sold in the US.

*B-B Full Body Passenger and/or Freight Units

'UM20A'	?/54	2	[all CB engine]
experimental units			
'UM20B'	?/54	2	
experimental units, cabless			
P32AC-DM	?/95-?/95	22	[all 7FDL engine]
AC traction diesel-electric/third rail units			
B40-8P	?/93-?/94	44	
B42-8P	1996?	98+	

*C-C Full Body Freight and/or Passenger Units


'WP&Y'	?/54-?/56	11	
custom narrow gauge units			
U30CG	11/67	6	
U30C with steam generator and cowl body			
P30CH	8/75-1/76	25	
U30C with HEP set and cowl body			
C40-8M	3/90-?/94	84	
Cowl body version of C40-8			

*Various Steam Turbines and Gas Turbines (GT)


'Steam Turbine'	?/39	2	
experimental steam turbine, 2+C-C+2			
'101'	?/48	1	
developmental gas turbine, B+B-B+B			
'4500 HP GT'	?/52	10	
modified version of #101, above			

(Continued on page 5)

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Diesel Production Statistics (Continued from page 4)

'4500 HP GT' ?/54	15
modified version of 10 units listed above	
'10000 HP GT' ?/58-?/61	30
larger version of above units, C-C+C-C	

***Industrials**

GE has built thousands of small industrial units in dozens of configurations and with several different engines.

American Locomotive Company (ALCo)

American Locomotive Company was one of the steam locomotive builders in the country, and gradually switched over to diesels. The name of the company was changed to Alco in 1956. Alco's name and assets were acquired by Worthington in 1964, and Worthington merged with Studebaker Studebaker-Worthington in 1967. Alco quit building locomotives in 1969. Alco's longtime subsidiary Montreal Locomotive Works purchased the rights to Alco designs in 1969. MLW was sold to Bombardier Company in 1979. The Alco rights were eventually sold to GE, and Fairbanks-Morse now holds the rights to manufacture Alco engines and spare parts and to market Alco engines for all non-rail applications. GE retains the rights to market Alco engines for rail applications.

Engines:

- IR--Ingersoll-Rand, 10x12 inch cylinder, 14.75x16 inch cylinder
- M&S--McIntosh & Seymour
 - 531-12.5x13 inch cylinder, 600-900 HP
 - 539-12.5x13 inch cylinder, 660-1000 HP
 - 14x18 inch cylinder, 900 HP
- 241--1500 HP (12 cylinder)
- 244--1500 HP (12 cyl.) to 2250 HP (16 cyl.)
- 251--800 HP (6 cyl.) to 3600 HP (16 cyl.)
 - 241,244,251 are 9x10.5 inch turbocharged engines

Shops:

- Schenectady, NY--some facilities remain in existence.
- Montreal, Quebec--MLW shop, secondary construction shop later used by Worthington/MLW, then

Bombardier/MLW, then GE. Shop is now closed.

***B-B Switchers**

'57 Ton'	?/31-?/35	7	M&S engine
'60 Ton'	?/24-?/28	26	IR engine
'60 Ton'	5/31	1	M&S engine
'100 Ton'	?/25-?/28	7	IR engine
'NYC 1525'	?/28	1	IR engine
diesel-electric/battery/third rail unit			
'0900'	?/31	1	[all 531 engine]
HH600	?/31-?/39	7	
HH900	?/37-?/39	21	
HH660	?/39-?/40	43	[all 539 engine]
HH1000	?/39-?/40	34	
S1	4/40-6/50	540	
S2	4/40-6/50	1502	
S3	3/50-?/57	292	
S4	8/50-1/61	797	
S5	6/54	7	[all 251 engine]
S6	5/55-12/60	126	
SSB9	???	2	
cow-calf version of S6			

***B-B Light Roadswitchers/Transfer Units**


T6	3/58-12/59	57	
	12/64-1/69		
RS1	3/41-3/60	417	[all 539 engine]
RS2	10/46-5/50	383	[all 244 engine]
RSC2	10/46-4/50	70	
A1A-A1A version of RS2			
RS3	5/50-8/56	1370	
RSC3	11/50-6/52	19	
A1A-A1A version of RS3			
C415	4/66-12/68	26	[all 251 engine]

***B-B Roadswitchers**

RS11	2/56-4/64	426
RS27	12/59-10/62	27
RS32	6/61-6/62	35
RS36	2/62-8/63	40
C420	6/63-8/68	131
C424	4/63-5/67	190

(Continued on page 6)

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Diesel Production Statistics (Continued from page 5)

C425	10/64-12/66	91
C430	7/66-2/68	16

***C-C Light Roadswitchers**

MRS1	3/53-10/53	83	244 engine custom variable gauge units, 1000 HP (GE sub-contract)
DL535E	4/69-12/71	10	251 engine custom narrow gauge units
RSD1	11/42-5/46	150	539 engine
RSD4	3/51-8/52	36	[all 244 engine] C-C version of RS3
RSD5	3/52-3/56	204	improved RSD4
RSD7	1/54-1/56	17	
RSD12	4/56-3/63	161	[all 251 engine]
RSD15	2/56-6/60	87	
C628	12/63-12/68	181	
C630	7/65-7/69	133	
C636	12/67-11/68	34	
DH643	9/64	3	diesel-hydraulic unit using two 12 cylinder engines, 4300 HP

***B+B-B+B Roadswitchers**

C855	6/64	2	two C628s on one frame, a total design failure
C855B	6/64	1	

cableless version of C855

***B-B Full Body Passenger/Freight Units**

'Black Maria A' ?/45	2	[all 241 engine] experimental units
'Black Maria B' ?/45	1	cableless version of above
FA1	1/46-10/50	433 [all 244 engine]
FB1	1/46-10/50	249
FA2	10/50-6/56	395
FB2	10/50-6/56	227

***A1A-A1A Passenger Units**

DL109	1/40-4/45	74	[all 539 engine]
DL110	2/41-8/42	4	cableless version of DL109
PA1	9/46-6/50	170	[all 244 engine]
PB1	9/46-8/49	40	
PA2	4/50-5/52	28	
PB2	8/50-9/50	2	
PA3	4/52-12/53	49	
PB3	4/52-6/53	5	

PA/PB3 mechanically identical to PA/PB2

***2-D-2 Passenger and/or Freight Units**

'NYC 1500'	?/28	1	M&S engine
'NYC 1550'	?/28	1	IR engine



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HO Onboard
Point to Point Operation

Robert Hartle - Superintendent

Bring & Brag

At the October 13th meeting of our division, five entries were offered in the Bring and Brag competition. The category this time was "Your latest project" and some truly outstanding work was presented. I was particularly impressed with the ingenuity and skill demonstrated in widely varying projects; each of us could find something to challenge or intrigue us... and that is the true value of Bring & Brag.

Our first place winner, with 7 votes, was Gary Lasher; his C&NW Gondola was created by splicing a couple of Atheam gons together, adding scratchbuilt ends, repainting appropriately, decaling with Herald King decals and then weathering the resulting car, which is to be used for hauling crushed auto bodies. A neat project, well executed.

The 2nd place honor went to Harold Fye (4 votes) for his Atheam RDC car Ernst gear kit, not yet quite complete, but far enough along to be appreciated. In addition a new E&C 65 foot gondola was shown.

Jim Brown showed an ingenious N-scale Hybrid F7A (PRR); it features a TRIX Frame modified to accept a Kato motor, a LIFE LIKE body shell, and worm gears and bushings from the source of all good things, the SCRAP BOX. Jim says this engine still requires shaft couplings and permanent motor mounts.

Alan Morean showed his Atheam Hustler pulling 3 really neat scratchbuilt log cars and a scratchbuilt disconnect log car. This was a very good looking, impressive project. Nice work, Alan.

Don MacIsaac's two Armour reefers started life as standard Mantua refrigerator cars with the typical Mantua metal underframes. Both cars were stripped, repainted and re-decaled with distinctive billboard advertising schemes (Champ Decals) to represent two different Armour products. Frames were modified to carry Atheam trucks with Drummond-style anti-rock, and to permit the frame mounting of Kaydee

By: Don MacIsaac

couplers.

In conclusion, I would like to say that I believe that seeing works-in-progress is very helpful to us all, and I hope that more modelers will share their efforts in future months, even if a project is not complete to the very last grab iron.

The category for November is CABOOSSES. Some fellows are already salivating over entries they have recently completed, so get busy and hatch a caboose of your own for next month's get together. This is a sufficiently popular category to generate at least ten or twelve entries, I think! We discussed and voted on a revised scoring system for next year's BRING & BRAG competition. In 1997, we will continue to vote for just one favorite apiece. However, models which place 2nd and 3rd will given additional point recognition, according to the following scale:

Highest number of popular votes earns 5 points

2nd highest number of popular voters earns 4 points

3rd highest number of popular votes earns 3 points

All other entries which fall in the specified category for the month earn 2 points.

Any entry not in the specified category earns 1 point.

A special ruling covers the potential case where an entry not in the specified category comes in first, second, or third in the popular vote. In this eventuality, one point will be deducted from the usual place score; i.e., first would then be awarded only 4 points, 2nd only 3 points, and 3rd only 2 points.

This plan seems fairer on the face of it, and we'll have ample opportunity as 1997 wears on to evaluate it. Keep on modeling!... we need more members to contribute!... your scoring possibilities have just been enhanced for the newyear. See you in December; bring a caboose.

Don M.

Current Bring & Brag Point Standings as of 10/96

Don MacIsaac	22
Steve Clark	20
Alan Morean	19
Rich Steiner	18
Jim Brown	16
Gary Lasher	13
Jack Campbell	11
Bryan Hartle	9
Harold Fye	8
Bill Drummond	6
Ed Stevenson	5
Jeff Bowman	4
Bob Sharland	4
Nick D'Amore	4
Brad Esposito	3
Chris Lasher	3
Bob Hartle	2
Al Crawford	2
Al Crate	2



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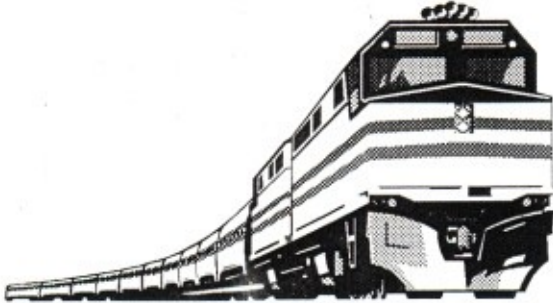
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Map to November meeting at Clarion Model Railroad Club

