

Susquehanna Sidetracks

OFFICIAL NEWSLETTER OF THE SUSQUEHANNA DIVISION 11

MID-EASTERN REGION, NATIONAL MODEL RAILROAD ASSOCIATION

NOVEMBER 2005

VOL. 13 ISSUE 3

Susquehanna Division 11 is pleased to announce the fall division meeting and layout tour on Saturday, December 10, 2005. The day will consist of a possible tour of the PRRT&HS restored PRR passenger station in Lewistown, train watching at the Lewistown station, a layout visit to the Lewistown Model RR Club, and a visit to Todd Treaster's layout.

Itinerary: (3 rendezvous points; York, Enola, and Lewistown) - please contact Bob Martin at cprrboss@suscom.net or 717-848-3640 if you will be car pooling from either Bob's house in York or McDonalds in Enola on Rt. 11/15 across from the Enola Yard.

6:45-7 AM York area people - Meet at Bob Martin's house, 45 W. Locust Lane, York (717-848-3640)

7 AM Depart from Martin's (carpool-volunteer drivers needed-everybody in car should chip in for gas).

7:40 AM Meet Harrisburg & West Shore area folks at the Enola McDonald's.

7:50 AM Depart Enola McDonald's.

9 AM Arrive at Lewistown restored PRR passenger station (Hwy 103 and Helen St.). Meet up with other Division members; tour station (tentative); train watching along Middle Division.

10:30 AM Depart station for Lewistown Model RR Club.

Noon - Lunch

1-1:30 PM - Arrive at Todd Treaster's house for layout tour.

Possible additional stop to be determined later.

Additional details about Treaster's layout:

The layout is 35' x 38' and is N Scale. He runs 100+ car trains and has a sizable collection to go with it (I'm told he has 1,300 locomotives; 16,000 freight cars)...the yard will hold 2,400+ 50' box cars and takes more than 10 minutes for a train to make it around the single level layout. Yes, you read it right - 1,300 locomotives & 16,000 freight cars. Todd is a 12" to the foot NS engineer and regularly takes trains over the horseshoe curve.

Additional details about the station:

The ex-PRR passenger station is owned by the Pennsylvania Railroad Technical & Historical Society. It has been fully restored and is the home of the society's PRR archives. AMTRAK still stops at the station which, with agreement with the society, operates a small office which is only open a short time before scheduled arrival of a train. It's a great place to safely and legally watch main line NS freight traffic. The station is only open when volunteers are available. We probably won't know if we'll have access to the inside of the station until early December.



July 2 - 9, 2006
www.ij2006.org

Susquehanna Sidetracks

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

The Susquehanna Sidetracks welcomes any model railroad or railroad related material. Members are encouraged to send in articles, letters, reviews, photos, and other items to the editor.

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Visit us on the internet at:

<http://moosevalley.org/nmra/index.htm>

For information about upcoming events, links to web pages for upcoming conventions, and for an electronic copy of this newsletter.

Super's Corner

By Scott Turner

Welcome to all the "new" members of the Susquehanna Division and those who have been members for years. As you might be aware, because of the new NMRA regulations, once you join the NMRA, you automatically become a member of the region (in our case, the Mid Eastern Region) and the division (the Susquehanna Division) in which you live. Every member of the division is receiving a copy of this newsletter, either by email (if you gave your email address to the NMRA membership people) or a hard copy via US mail. Because of the cost of printing and mailing the newsletter, you have two options to continue to receive a copy. The first one is to fill out and return the subscription form located on the last page of this newsletter. The cost is \$4 per year to continue to receive a hard copy of the newsletter via regular US mail. The second option is to receive a copy via email. Those of you who received this edition via email don't need to do anything. If you would like to receive a copy via email instead of signing up for the subscription, just send an email to SusqMERNMRA@comcast.net and we will add your email address to our email list. If you move or change your email address, please let the Division know by either emailing the division at the above email address or by mailing Howard Oakes. Howard's contact information is listed on the left hand side of this page. If you have any questions, please don't hesitate to contact me using the contact information to the left.

November is Model Railroad month. What are you doing to help promote our hobby? If you have a home layout, why not have an open house? Or maybe you are a member of a local club that is hosting an open house. Why not ask your friends and relatives to stop by to see what the club is doing?

I hope that you will be able to attend the division meet on December 10th. I look forward to seeing you then!

A Page of Opinion...My Own

By Paul Tice

Enclosed in this issue of *Susquehanna Sidetracks* is a copy of Susquehanna Division #11's year-end financial report. We operate on a fiscal year of July 1st to June 30th. Some members have questioned us as to why we do not end the year in December. The answer to this is based on two facts. Those of us who make a living in the Public Accounting profession are much busier in January than we are in July so there is more "free" time to work on Organizational record keeping during the summer months. Also most people who are not licensed auditors like myself are not aware that the Federal Government and Commonwealth of Pennsylvania are also on June 30th fiscal year-ends.

Some non-profit organizations (501(c)(3)) receive federal and state funding. Many of these Organizations must file an audited financial statement using a June 30th fiscal year period to comply with financial requirements so that they will be eligible to continue receiving governmental funding. Many of these Organizations in Pennsylvania must file a year-end report with the Pennsylvania Department of State, Bureau of Charitable Organizations, to be legally recognized as a tax-deductible organization.

Division #11 was organized with a much less complicated format in mind. We are a "social club" and operate under a different section of the Internal Revenue Code. We are not "tax-deductible."

I am a "believer" in providing members with at least a once per year financial report so that they can see where the money came from, where it went, and where it is. After all, these funds belong to all of us as members and we have the right to know how our dues money is spent. The report should be mailed to all members and not just posted on a bulletin board since not all members are able to attend each meeting.

Back in May of 1992, Alan Frame reactivated Susquehanna Division #11 and held the first meeting at the Miniature Railroad Club of York. The first \$2.00 of dues I ever collected was from Alan who in my opinion is officially Susquehanna Division #11's member #1. We didn't take in enough money that day to even open a checking account but as the years went by we grew and have come a long way as a Division.

With the new rules of the National Model Railroad Association, our NMRA dues automatically

make us members of the Mid-East Region and The Susquehanna Division without paying additional regional or division dues. Considering the financial problems of NMRA this makes about as much sense as taking sailing lessons from the captain of the *Titanic*. I do not believe it is a very good idea for one Organization that is losing money and has seen it's membership drop from 25,000 to 19,000 to dictate financial policy to other Organizations that currently are solvent. I have been a member of NMRA since 1982. The only financial report I ever recall seeing in the bulletin – *Scale Rails* – was the audit report printed in the August 2004 issue which was for the period ended August 31, 2002; therefore, the members have not seen current financial information for 3 years!! What's the big secret? Besides the fact that NMRA is losing money??

The new dues policies are starting to cause potential financial woes for Division #11. Dues income is drying up and our modest expenses are more than 200% of our income. While we are not in immediate financial jeopardy, our savings will eventually be depleted following current NMRA rules. I had hoped that we would receive some sort of financial support or guidance from NMRA but I have received nothing. Who knows what the future holds?? I believe past President Allen Pollock and current President John Roberts are good men and deeply care about the NMRA. However, I do not think it is wise for the NMRA to dictate financial policy to the Region and Division until it gets NMRA financial matters in order.

This is my opinion....but of course what would I know....the Tice family is only a 3rd generation Public Accounting firm that has been in business for over 55 years.

Most sincerely,

Paul F. Tice, P.A.

Clerk/Paymaster – Susquehanna Division #11

Past Chairman and Education Chairman –
Pennsylvania Society of Public Accountants –
South Central Pennsylvania

Financial Update

Susquehanna Division #11
Mid-Eastern Region
National Model Railroad Association
Revenue and Expense Statement - Cash Basis
For The Fiscal Year July 1, 2004 to June 30, 2005

Waypoint Bank - 90 Day Certificate of Deposit	\$1,215.65
Waypoint Bank - Checking	<u>463.41</u>

Beginning Cash Balance - July 1, 2004 \$1,679.06

Revenue for The Fiscal Year

Susquehanna Dues	\$66.00
Donations	2.00
Interest Income - Waypoint/Sovereign	7.81
Interest Income - Northwest Savings	<u>9.73</u>

Total Revenue Received 85.54

Total Cash Available \$1,764.60

Expenses for the Fiscal Year

Postage	\$137.01
Printing Supplies	38.16
Tickets - Muddy Creek Forks	<u>12.00</u>

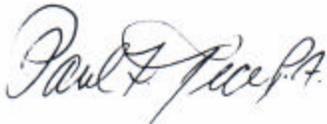
Total Expenses 187.17

Ending Cash Balance - June 30, 2005 \$1,577.43

Northwest Savings - Savings Account - Unrestricted Funds	\$1,209.73
Sovereign Bank Checking - Unrestricted Funds	282.70
Sovereign Bank Checking - Restricted Funds - Mailing Permit	<u>85.00</u>

Total Net Assets - All Funds \$1,577.43

Respectfully Submitted,



Paul F. Tice, P.A.
Clerk/Paymaster - Susquehanna Division #11

July 10, 2005
York, Pennsylvania

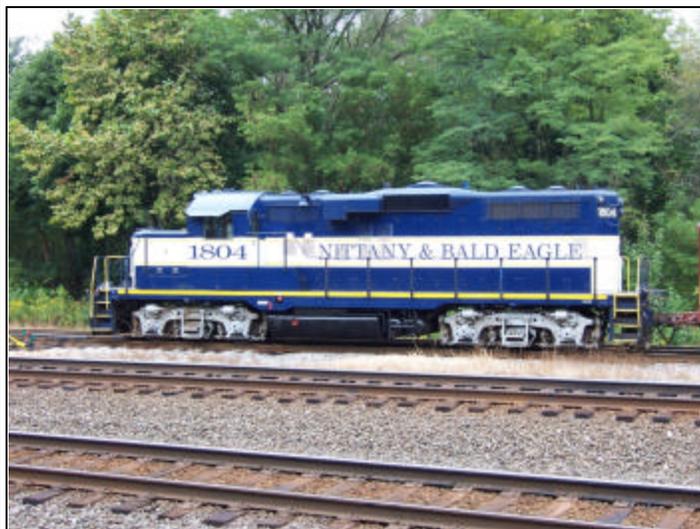
Rail fest '05

By Scott Turner

For several years now, the Railroaders Memorial Museum in Altoona has hosted Railfest. This year the even was held on September 24th and 25th, which is a week earlier than normal. I had attended Railfest for several years in the mid to late 1990's when they still gave tours of the Juniata Locomotive Shops and the Hollidaysburg Car Shops, but I had not gone since. It was my wife's idea to go to this year's event. Since her parents live near Altoona, she figured she could "get me to go to Railfest" so she could visit with her parents. Well, since it involved trains, she figured I would take the bait and I did. I am glad she suggested going because I had a great time and even took my 2 year old son and 5 year old daughter. They had a blast! Getting the chance to spend time with your children or grandchildren and showing them your hobby makes life more enjoyable.

This year's Railfest featured the following:

- Admission to the Railroaders Memorial Museum
- Admission to the Horseshoe Curve National Historic Landmark
- Excursion train from Hollidaysburg to Brookes Mills (former PRR Cove Branch) on the Everett Railroad
- Excursion train from Tyrone on the Nittany and Bald Eagle Railroad.
- Round trip Amtrak train from Pittsburg to Altoona/Tyrone with overnight accommodations.



The two train excursions ran several trips on each of the days, offering coach class seats and caboose seats. On Saturday, I rode the excursion train on the Nittany and Bald Eagle out of Tyrone. The train consisted of a North Shore engine on the north end of the train, several PRR coach cars, a PRR caboose, a PRR RPO, and a Nittany & Bald Eagles engine on the south end. The ride was about an hour and a half long and the scenery was very interesting. Since this line is currently used by freight, you could see some of their online customers.

After the train ride, I went to the Railroaders Memorial Museum and then to the Horse Curve. The action on the curve was pretty good, as there was not much time between trains.



On Sunday, I rode the excursion train on the Everett Railroad. The train had an Everett Railroad engine on the front, several PRR coach cars, and a caboose. The trip lasted for about an hour. The tracks passed along the Hollidaysburg Car Shops and the back side of many residential areas. I really enjoy taking rides on lines that use to service passengers, but now only have freight service. After the train ride, I went back to the Horseshoe Curve to do some more rail fanning.

This was an enjoyable weekend. If you haven't attended Railfest, look for information about next year's event and make plans to attend.

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Send form to: Paul Tice, 6710 Moul Road, Thomasville, PA 17364

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The Susquehanna Division is located in the central portion of Pennsylvania. The Counties served are: Adams; Berks; Blair; Cambria; Centre; Clinton; Cambria; Cumberland; Dauphin; Huntingdon; Juniata; Lackawanna; Lancaster; Lebanon; Lehigh; Luzerne; Lycoming; Mifflin; Monroe; Montour; Northumberland; Perry; Pike; Schuylkill; Sullivan; Susquehanna; Snyder; Union; Wayne; Wyoming; and York

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Official publication of the Susquehanna Division 11
of the National Model Railroad Association

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