

Susquehanna Sidetracks

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

<http://www.susquehannanmra.org>

"Serving the Susquehanna Valley"

August 2008

VOL. 16 ISSUE 3

UPCOMING DIVISION EVENTS

We are pleased to announce the following events for the Susquehanna Division 11. Two of these events have been finalized, the rest are in the final planning stages. Please visit the website for more information on the other events as it becomes available.

Saturday, September 20, 2008, open houses

Four model railroads will be open for the division on Saturday, September 20, 2008. These are Bob Martin's Central Pennsylvania Railroad, Jeff Warner's PRR/RDG/WM South Central Region, Dave Trone's West Penn Railroad, and the Miniature Railroad Club of York. Hours for each open house can be found with their descriptions, beginning on page 3. There are actually more open houses on both Saturday the 20 and Sunday the 21 sponsored by Mainline Hobby Supply in Blue Ridge Summit, PA (<http://www.mainlinehobby.com/>). These model railroads are located outside of the Susquehanna Division 11, but are available for anyone wanting to make a day/weekend out of visiting them by first visiting Mainline Hobby Supply and getting a map.

Saturday, November 1, 2008, live steam visit

The division will be visiting Art Dum's 1 1/2" scale live steam layout in Sherman's Dale, PA. A description and pictures of Art's layout can be found on page 10. Art requires a guest list of people for admission, so we will need you to sign up in advance if you would like to see the layout. Please send the name of ALL guests attending to Bob Martin at cprrboss@comcast.net or call Bob at (717) 848-3640 before October 14th.

Future events

A visit to three model railroads in the Bethlehem area is being finalized for an October 2008 timeframe. A joint meet with the Philadelphia Division will likely happen in March 2009. A trip to the new Reading Company Technical & Historical Society museum in Hamburg, PA and Steamtown are being planned for 2009. A trip to the Altoona Railroad Museum is being planned for 2010. If you have any suggestions for other Susquehanna Division 11 events, please contact Jeff Warner, or any other board member.

Susquehanna Sidetracks

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

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Visit us on the internet at:
<http://www.susquehannanmra.org>

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

SUPER'S CORNER

By Jeff Warner

Jeff Warner, John Frantz, and Paul Tice were unanimously approved in the recent election. On behalf of the division, I would like to thank Scott Turner for his work as Susquehanna Division 11 Superintendent.

I would like to urge everyone in the division to submit articles, photos, etc. for inclusion in the newsletter. Also, I'd like to hear suggestions of what sort of articles you'd like to see published. Take a minute and send me an e-mail with the topics you'd most like to read about and I'll do my best to find an "expert" to cover the topic. If you visit the Sept. 20 open house, you can also mention topics then.

I am starting several continuing columns this month. John Frantz will cover prototype news in the Division and I will cover model news. Alan Frame authored an article on the NMRA AP program. I would like to remind everyone that if you are interested, you can contact Alan, any board member, any MMR, or anyone already holding the certificate (a list can be found on the division website) and we'll get you started. One of the most common misconceptions regarding the AP program is that people (myself included) read too much into the requirements. Yes, you can build a 200' long 40' high wood trestle, but you can also use a superdetailed Walthers kit and still get credit. Make sure you read the MINIMUM requirements for each award -- and ask questions.

MER FALL CONVENTION

POTOMAC JUNCTION 2008

The next MER Fall Convention will be Potomac Junction 2008 and will be held in Reston, VA from October 16th through the 19th. There will be layout tours, prototype tours, clinics, contests, operations callboard, a banquet, and an auction. Please see page 15 for the registration for. More information about the convention can be found on their web site at

http://home.comcast.net/~potomac_nmra/MER2008/

THE CENTRAL PENNSYLVANIA RAILROAD

Bob Martin

45 W. Locust Lane, York, PA, 17406

717-848-3640

<http://kc.pennsyrr.com/layouts/martin/>

SATURDAY, SEPTEMBER 20th, 10 AM to 3 PM



The freelance CPRR is a fully operational HO scale model railroad with a PRR flavor time set in the early 60's. The CPRR is located in a 576 square feet, climate controlled, train room. A 13' x 26' crew lounge adjacent to the train room with an 11' x 18' workspace and railroad library room next to the crew lounge. A Dispatchers desk and train model board is also located in the crew lounge. Operating sessions are held the third Saturday night every month with a crew of 8-15. Visitors are welcome.

Trains are controlled by the Digitrax Chief DCC radio system. Tortoise slow motion machines control about 50% of the 135 turnouts with the remainder divided between twin coil machines (15%) and hand throws (35%). Operating session communication is by Maxon and Radio Shack 5 Channel (or single channel "E") Transceiver radios.

The railroad is single track with several passing sidings and a secondary branch line. There is a 135 car freight yard, a full service engine terminal, turntable, round house, and diesel house at Yorktowne and a 75 car freight yard and a turntable and small engine terminal at KNAT. There are two staging yards (one hidden) capable of holding 12, 15 car trains. Two automatic reverse loops lend a great deal of operational capability to the railroad. A branch line serves the Furnace Mountain Coal and Lumber Co colliery and saw mill. The railroad is built for continuous running but during operating sessions the railroad is operated as a two division point to point railroad. Old Line Graphics car card and waybill system is used to direct freight cars during monthly operating sessions. The layout currently has over 60 locomotives and about 490 freight cars. Sound decoders are slowly being added to CPRR locomotives.

99% of the 1300 feet track on the CPRR is code 100 brass flex track. The mainline is about 200 feet. About 95% of the turnouts are also brass and most of them are Atlas brass frog of 50's & 60's vintage. There are also several scratch built curved switches and curved crossover on the layout.

The layout scenery is complete but is constantly changing and features several outstanding mini-scenes including an 8 square foot quarry. Fifteen towns and more than 50 industries are serviced during operating sessions. More than 100 structures, 400 figures and 135 vehicles can be found on the layout.

Bob has earned National Model Railroad Association (NMRA) Achievement Certificates in Scenery, Electrical, Civil Engineer, Chief Dispatcher and Volunteer and the Golden Spike Award.

Directions on page 7.

(continued on page 4)

PRR/RDG/WM SOUTH CENTRAL REGION

Jeff Warner

605 Hill Point Drive, Etters, PA 17319

717-932-9929

<http://www.pamodelrailroads.com/jwarner/>

SATURDAY, SEPTEMBER 20th, 10 AM to 3 PM



The PRR/RDG/WM South Central Region represents the Pennsylvania Railroad (PRR), Reading Railroad (RDG), and Western Maryland Railway (WM) in South Central Pennsylvania and Maryland. It is an HO scale layout comprised of two decks in a 22' x 36' basement. It is set in the transition era of the mid 1950's with electric, steam and diesel locomotives. It is a "proto-freelance" railroad. That is, it is not meant to be an exact "replica" of the actual railroad, but rather capture the "flavor" of what these railroads were in the 1950's... The railroad was built for prototypical operations and op sessions are regularly held on the second Saturday of the month. Visitors welcome with prior notice.

The PRR is represented by a 270' mainline from Washington, DC, to Enola/Harrisburg, PA, with staging for Lancaster, PA. The RDG Railroad is represented by a 100' mainline between Lurgan, PA, and Reading, PA. The WM is represented by a 180' mainline from Baltimore, MD to Hagerstown, MD, with staging for Cumberland, MD, and the Lurgan Branch to connect to the RDG at Lurgan, PA. This is a total of a 550' mainline track. There are 215 turnouts on the model railroad, all of which are controlled by slow-motion switch machines (tortoises).

The model railroad is a modified L girder design for the lower deck and cantilevered open grid design for the upper deck. The original railroad has Atlas Code 100 Flex track and Atlas turnouts over N scale cork with one inch foam and 1/2 inch plywood sub-roadbed. The new addition has Atlas Code 83 Flex track and Walthers turnouts directly on 3/4 inch plywood sub-roadbed. Control is DCC with a radio-equipped Digitrax Super Chief system. CTC Signaling is fully implemented using two C/MRI systems. Scenery work is about 2/3 complete. Most locomotives (90%) have sound.

The expansion project of last winter is completed and added 400+ car staging for the PRR at Washington, DC (Pot Yard/Union Station), 200+ car staging for the RDG at Reading, PA, and 250+ car staging for the PRR at Harrisburg, PA. The original "Enola/Rutherford" yard is now only RDG's Rutherford Yard. A new 350+ car Enola Yard has been built on the top deck of the expansion. Also, the WM/RDG dispatcher has been separated from the PRR dispatcher. The WM/RDG uses a 1950's style US&S CTC machine and the PRR uses a 1990's style computerized CTC machine.

Jeff has earned National Model Railroad Association (NMRA) Achievement Certificates in Scenery, Electrical, Civil Engineer, Chief Dispatcher, and Author and the Golden Spike Award.

Directions are on page 7.

(continued on page 5)

WEST PENN RAILROAD

Dave Trone

3601 Fawn Lane, Glenville, PA 17329

(Hanover area)

SATURDAY, SEPTEMBER 20th, 10 AM to 8 PM

SUNDAY, SEPTEMBER 21st, 10 AM to 4 PM



The WEST PENN railroad was established in 1996. In October 2004 the layout was dismantled while I built a new ranch style home to eliminate steps in the main living space. The new home for West Penn would now provide a larger layout space and a much needed crew lounge. Currently 330' of the mainline is operational. The layout is still under construction with only 70% of the roadbed completed. This is the 3rd public opening since construction began in September 2005. Come watch the layout develop.

- 38' x 70' - HO scale, freelance. Layout height 46" to 102".
- Mushroom design with 39" raised walking platform for the upper level (completed 06').
- L-girder bench work construction (99%). Upper deck suspended by 5/16" threaded rods (completed 06').
- Roadbed is 5/8" ply with homasote. 60' experiment with splined masonite.
- 1700' - Mainline loop to be operated as out and back (330' operational). Designed such that mainline can be separated into 4 separate loops (1st operational 07').
- 12 - Industrial switching areas with several stand-alone sidings for a peddler.
- 4 - 70' Offline storage tracks for guest trains between operating sessions/shows (completed 06').
- 3 - 17' Interchange tracks to interchange with the Central Penn and South Penn Railroads (completed 07').
- 16 - 17' staging tracks hidden under yard (completed 08').
- 15 - Classification tracks holding 30 - 36 cars each will make up the main double-ended yard.
- 12 - Arrival/Departure tracks to keep classification yard flowing.
- 130' turn table with 8 stall roundhouse.
- Track is code 83 for the mainline and code 100 for hidden staging. Total track laid 1752'.
- Most turnouts will be hand laid and use slow motion switch machines with constant voltage circuits.
- DCC control - Digitrax / EasyDCC (boosters).
- Signaled with a simplified PRR style signaling showing occupancy only.
- Car card system will be used for operating sessions.
- Dispatcher controlled train movement with dispatchers booth under steps (80%).

Directions are on page 8.

(continued on page 6)

MINIATURE RAILROAD CLUB OF YORK

381 Wheatfield Street, York, PA 17403

<http://mrrcy.com/mrrcy1/index.html>

SATURDAY, SEPTEMBER 20th, 10 AM to 4 PM



The Miniature railroad Club of York was organized in November 29, 1943 and incorporated on 1948. In our early years the club was located on East Clark Avenue and was OO gauge. Conversion to HO gauge began November 1945. Our first show open to the public was in January 1946. In 1955 our present building was erected and enlarged in 1966 to be 30' x 90'. The club membership currently totals 50.

The layout consists of a double-track mainline and a single track branch. Also included are two large yards and several industrial areas. There are two mainline reversing loops and yard leads to complete the layout. The two main tracks circle the entire building on the upper level. One of these tracks carries the Westbound traffic and the other carries the Eastbound traffic. Each mainline is approximately 3 scale miles long. The branch-line track is on the lower level along three walls of the building linking the various industrial areas. The branch-line measures 6.5 scale miles in length.

The layout is controlled by 4 main line control panels, or Cabs located on an elevated area in the center of the room. A dispatcher, located in Wheatfield Tower, also in the center of the room, controls all train movements on the mainline and branch. Separate panels for each yard and industrial area complete the control scheme. Each engineer operates his train over the entire layout via "Pennsylvania Railroad type Cab signals" located in each cab. Eleven people are required to fully operate the railroad.

Directions are on page 8.

OPEN HOUSE DIRECTIONS

Bob Martin Directions:

US Route 30 eastbound: at the four lane divided route 30 around York, proceed to the sixth signal light and turn left on to N. George St/PA route 181 (very well marked with overhead signs). North on N. George St/PA 181 about 1.7 miles to Longview Road (on left at Appliances Unlimited). Left on Longview to stop sign; then right to 45 W. Locust Lane-third house on left at red caboose mailbox. Go around the right side and enter through screen porch at rear of house. The CPRR is handicap accessible but the layout height is 52" to 72". Cameras are welcome. NO SMOKING!!!

US 30 westbound: sixth signal light is George St; turn right and follow above directions.

I 83 northbound: exit 22 - north on N. George St/PA Route 181 about 9/10 mile to Longview (Appliances Unlimited); left on Longview to stop sign then right to 45 W. Locust Lane.

CAUTION: If you miss the turn at Longview and go over the top of the hill, DO NOT turn left onto W. Locust Lane (dangerous and illegal). Simply go down the other side of the hill and turn around at the fire hall at the bottom of the hill. Then, come back up the hill and turn right on to W. Locust Lane just before the top of the hill. Third house on the right.

I 83 southbound: exit 24 - left at off ramp signal; 9/10 mile to "T" intersection; right on to George St; 9/10 mile to Locust Lane (just before top of hill); right to third house on right.

Jeff Warner Directions:

From US 30, take I-83 North in York. From the PA Turnpike, take exit 242 (Harrisburg West Shore) for I-83 South.

Take I-83 to exit 33, Yocumtown. Turn right at end of ramp onto PA 392 East. Go ½ mile to red light (Rutter's on corner) and turn right, staying on PA 392 East. Go about 5 miles until PA 392 ends (T's) and turn right onto PA 262 East. Go about ¾ mile and turn left in "Shelley's Riverview" (sign along road) housing development (just north of Goldsboro). Once in the development, go straight through first stop sign. Take next left onto Riverview Drive. Take next left onto Hill Point Drive. We are the last house on the left. The mailbox says "Warner 605".

Enter via side door at end of driveway.

DO NOT PARK IN FRONT OF THE NEIGHBORS' DRIVEWAYS!!!

(Note: we may be "605 High Point Drive" on some GPS systems -- but it is the correct location).

(continued on page 8)

Dave Trone Directions: (GPS – use Smoketown Rd and Skyview Dr in Glenville as nearest intersection)

From the West/North West

RT-30 East to Abbottstown and take RT-194 South.

4 streets after the first light in Hanover (Eisenhower Dr) turn left onto Wilson and follow to RT-216 East (Wilson becomes Grandview after crossing RT-116).

Take RT-216 (Blooming Grove Rd) East toward Codorus State Park.

At the third bridge over the lake turn left toward Jefferson on Sinsheim Rd.

Take the next right onto Smoketown Rd and follow it for 1.0 miles to Skyview Drive.

Turn right onto Skyview Dr and at the next right turn onto Fawn Lane (red street sign).

From the East

Follow RT-30 West to RT-116

Follow RT-116 through Spring Grove to RT-516.

Take RT-516 South to Jefferson and take first right Hanover St (becomes Sinsheim Rd) follow for 3 miles.

Turn Left onto Smoketown Rd and follow it for 1.0 miles to Skyview Drive.

Turn right onto Skyview Dr and at the next right turn onto Fawn Lane (red street sign).

This is a shared private stone road so please keep speed under **15 MPH**.

Proceed 0.2 miles to 3601.

Turnaround area past the house on left after electrical box.

There is **no** other turnaround area back the road.

Parking is anywhere you can get off the road.

Please use basement entrance at bottom of driveway.

Wheel chair accessible.

MAP ON PAGE 9

Miniature Train Club of York Directions

From Route 30 East or West, take I-83 South to the Mt, Rose Avenue exit, number 18.

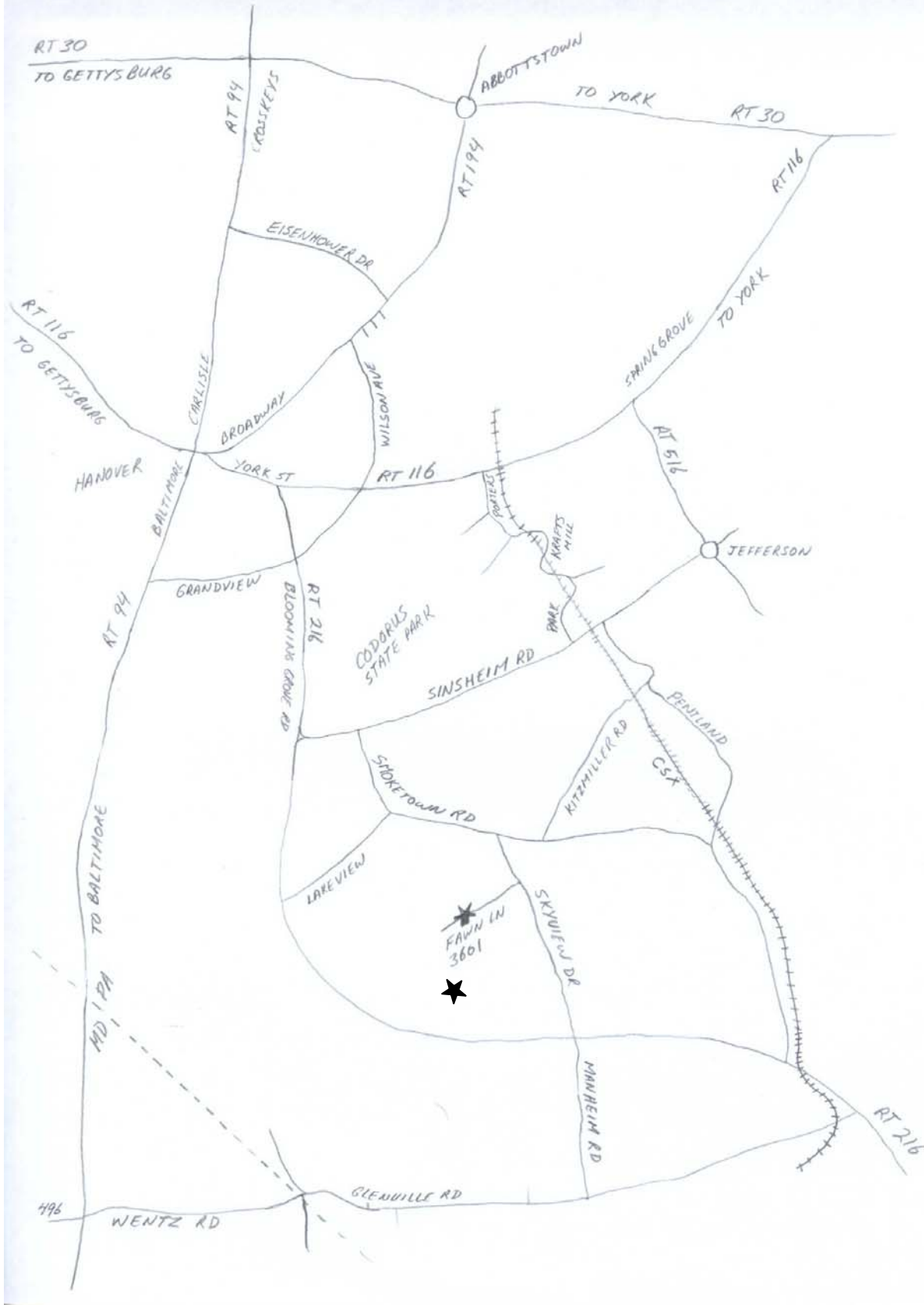
Get off heading West into York.

At the third traffic light, turn Right onto Albermarle Street.

At the 4-way stop jog left through the intersection continuing straight.

After crossing the railroad tracks, take the next Left onto Commerce Street.

The third street on your right is Wheatfield Street. Turn Right and go 100' and the club is on your Right.



DAVE TRONE MAP - NOT TO SCALE

Art Dum's Live Steam "Layout" SATURDAY, NOVEMBER 1st, 10 AM



Art Dum's Live Steam layout is a 1 ½" scale, 7 ½" gauge, live steam "layout" in Perry county (not the one many of us visited several years ago and not the one at Ickesburg-this is bigger). It's located on 20 wooded acres and a full ride takes 25-30 minutes. Passing sidings galore; lots of grades; from top to bottom the elevation change is about 90 feet; long trestles; several bridges; a 50' tunnel; double headed steam; double headed diesel; big yard; a very large 6 track car barn; big shop and track fabrication operation; half acre pond; and more! Bob Martin was there in July for a meet and there was approximately 17 steam engines and five diesels. Now we're not saying that many will be there on November 1st but we are also sure you will not be disappointed.

Because of the nature of this layout, Art requires a guest list of people for admission, so we will need you to sign up in advance if you would like to see the layout. Please send the name of ALL guests (including non-NMRA members and spouses) attending to Bob Martin at cprboss@comcast.net or call Bob at (717) 848-3640 before October 14th. Directions will be provided only to those that sign-up for this event.



Susquehanna Division Prototype Roundup

John Frantz



As residents of the Commonwealth of Pennsylvania we should consider ourselves to be lucky. Why? Pennsylvania is the most railroad-friendly state within the United States. The commonwealth awards the most amount of money to railroads than any other state and also has the most regional and shortline railroads than any other state as well. I recently tallied the amount of railroads within the Susquehanna Division and found the following information regarding freight railroads. The Division is served by 3 Class I railroads: CSX, Norfolk Southern, and Canadian Pacific. Additionally, the Division is served by approximately 35 regional or shortline railroads. Regional Railroads within the commonwealth could be a very long railroad with a large amount of daily volume or

a group of shortlines owned by a corporate conglomerate. Among the more notable Regional Railroads within the Division are Genesee & Wyoming, R.J. Corman, Reading Blue Mountain & Northern, and the North Shore Railroad Company. Shortlines are typically smaller, single track railroads that run over former pieces of larger railroads, either an entire line or portions of it, but shortlines can also be a small switching railroad which only serves a specific industry. A specific industry example would be the power plant at Strawberry Ridge in Montour County, Norfolk Southern operates coal trains to the plant, but PP&L actually operates the trains once on the plant trackage.

As a division member I would thoroughly encourage you to get out and photograph your local shortline or Class I railroad. Obviously for those modeling pre-modern era there's not much that can be applied on a modeling front, but you may learn something that could be applied operationally towards your pike. In the coming issues, I'll be focusing on specific railroads and industry happenings that will affect railroads and the way they operate throughout the division. I cannot stress enough, if you're going to railfan please do it safely and responsibly. I'm a firm believer in the Operation Lifesaver program.

A few quick rules for safe railroad photography.

1. Always try to shoot from public property, or places which are known to be photographer-friendly.
2. Railroad property is usually wider than the tracks it runs on, it's safe to assume that the edge of right of way is at the start of the ballast on any railroad corridor, however it can be wider.
3. If available have a hardhat and/or approved safety shoes with you if given permission to shoot on railroad property.
4. When questioned by a railroad employee, be courteous and understanding in answering their questions. It's their job to run a railroad safely, not ward off trespassers.
5. Read and heed all posted signs regarding trespassing and safety in the area.

Finally, for the web-savvy, in each issue I'll provide a web link of interest.

PennDOT provides an Adobe PDF map of the Commonwealth of Pennsylvania showing all railroad lines, who owns them, who operates them, etc. It's a great resource for seeing what railroads are serving the commonwealth and each railroads reporting marks are provided as well.

<ftp://ftp.dot.state.pa.us/public/Bureaus/railfreight/parailnewmajhwys.pdf>

Modeling News

Jeff Warner

There are two major recent announcements I'd like to mention here. First, Mitchell's hobby shop in Wilmington Delaware has announced they will be closing. The current plan is for the store to be closed by the end of October, and a Going Out of Business sale is currently in progress. I know many people, including myself, visit Mitchell's when passing through the Wilmington, DE, area, and it will be missed. Also going away will be RailModel Journal magazine. The website has already disappeared.

Second, while I generally won't report the results of the various lawsuits, I will mention that, while not finalized, it looks as if Real Rail Effect's patent on "all DCC sound" will be overturned thanks to the efforts of the NMRA. More information can be found on-line at:

<http://www.nmra.org/national/news/news.html>

Basically, RRE claimed to own the patent on adding sound to DCC equipped locomotives. If upheld, all other companies making DCC compatible sound decoders would need to be licensed by RRE. However, the NMRA showed prior art (evidence that the concept of having sound with DCC) existed prior to the RRE patent claim, making it invalid.

In other hobby news, Soundtraxx has released the Diesel Tsunami and QSI has released the Quantum Revolution. Both of these are after-market DCC/DC sound decoders. I have not had the chance to personally hear either of these yet, but reports from the Anaheim NMRA convention were VERY good. Look for them in your favorite hobby store shortly.

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*Rail Pass offer is for new members and those who have not been NMRA members for two years or more. Individuals can join at Rail Pass rates only once; membership renewal will be at the regular membership rate. Rail Pass members can attend conventions and participate in contests, but cannot vote or hold office and will not receive a New Member Pak.

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On The AP Trail

Alan Frame

The AP (Achievement Program) Trail will start you on the way to MMR Master Model Railroader. A starting point to get you interested may be the Golden Spike Award. Do you have a basement or attic filled with a model railroad? How about a spare room, living room (my wife said NO), ping pong table size area or at least a two foot by four foot (2' x 4') area?

If so, then you can be on the trail to AP. The information about the Golden Spike Award is available on the NMRA (National Model Railroad Association) web site <http://www.nmra.org/education/achievement/gold.html>.

Print out the Golden Spike Award information if you like. The information gives you some helpful hints on preparing for the award. You will need to print a copy of the application form. This form may be accessed by clicking on gray area in the first sentence of the second paragraph or at the end of the article. This form may be used as a check list to make sure you have fulfilled all of the requirements for the award.

If you are just starting or have even been in the hobby for a while, I would suggest glancing at the Beginner's Guide <http://www.nmra.org/beginner/>. Another suggestion would be to look over the other awards offered.

Let's start with Rolling Stock – If you are going to scratch build a car or super detail one, try to follow the Master Builder - Cars rule. If the car passes the Merit Award judging then you have used the car for both Golden Spike and Master Builder – Cars. Basically two awards for one car. The idea is to look ahead to see if you can use an example for one award in another category. If the car didn't pass the Merit Award the judge can be asked why and it might be a simple change and then you are on the way again. Also you just learned a valuable piece of information. A suggestion would be to weather and detail cars that you really do not like or a different road name than one you want. Use this for practice for future awards.

Model Railroad Setting – The minimum requirements are that the layout must be 2' x 4'. This could be a typical module size section of a larger railroad. N and HO would fit into this area. You might have some trouble with G, however. A suggestion would be to check a construction site or building supply store for left over or reject 2' red or blue insulation sheets. They may be free. They are rigid and can be made to be transported and assembled into larger layouts following modular railroading specifications.

Engineering – Check the Model Railroad Engineer, Civil requirements, for ideas of what to build for this category that can be used for the Golden Spike Award. Maybe scratch build a switch and then properly ballast it. Don't forget to wire it with a switch machine under the layout.

Finally, read over the requirements and assemble your materials, tools, paints and parts. Then read the requirements again. Make a check list of the steps you want to take. Check off each step as you go. Look over the other AP categories for ideas.

You can contact me if you need help and when you are ready to start. My phone number and Email address is listed on page 2 of the Susquehanna Sidetracks newsletter. We can work on this project together. Good luck.

Photo Credits

Bob Martin, Jeff Warner model railroad photos by Jeff Warner. Art Dum Live Steam layout photos by Bob Martin. Norfolk Southern prototype, MRRCY, Dave Trone model railroad photos by John Frantz.

NATIONAL MODEL RAILROAD ASSOCIATION
MID-EAST REGION
SUSQUEHANNA DIVISION #11
REVENUE AND EXPENSE STATEMENT - CASH BASIS
FOR THE FISCAL YEAR JULY 1, 2007 TO JUNE 30, 2008

NORTHWEST SAVINGS - SAVINGS ACCOUNT		\$ 1,240.09
SOVEREIGN BANK - CHECKING ACCOUNT		<u>814.63</u>
<u>BEGINNING CASH BALANCE - JULY 1, 2007</u>		\$ 2,054.72
<u>REVENUE FOR THE FISCAL YEAR</u>		
SUSQUEHANNA DUES	\$ 156.00	
NMRA (MER) REBATES	310.00	
INTEREST INCOME	<u>13.23</u>	
TOTAL REVENUE RECEIVED		<u>479.23</u>
<u>TOTAL CASH AVAILABLE</u>		\$ 2,533.95
<u>EXPENSES FOR THE FISCAL YEAR</u>		
POSTAGE STAMPS	\$ 24.74	
10 YR INTERNET DOMAIN	139.90	
NEWSLETTER	<u>131.20</u>	
TOTAL EXPENSES		<u>295.84</u>
<u>ENDING CASH BALANCE - JUNE 30, 2008</u>		<u>\$ 2,238.11</u>
NORTHWEST SAVINGS - SAVINGS ACCOUNT - UNRESTRICTED FUNDS		\$ 1,253.32
SOVEREIGN BANK - CHECKING ACCOUNT - UNRESTRICTED FUNDS		899.79
SOVEREIGN BANK - CHECKING ACCOUNT - RESTRICTED FUNDS		<u>85.00</u>
TOTAL NET ASSETS - ALL FUNDS		<u>\$ 2,238.11</u>

RESPECTFULLY SUBMITTED,

PAUL F. TICE, P.A.
CLERK/PAYMASTER - SUSQUEHANNA DIVISION #11

JULY 21, 2008
YORK, PENNSYLVANIA



Mid-East Region, NMRA Fall Convention

October 16 – 19, 2008
 RESTON, VIRGINIA
 ADVANCE REGISTRATION FORM

Please enter all names as you wish them to appear on your registration badges:

Primary Registrant's Name: _____

Significant Other (living at same address): _____

Children (Under age 16 – List all): _____

Address: Street: _____

City: _____ State: _____ ZIP: _____

E-Mail: _____ NMRA # _____

Full Registration (\$50 after September 1) -	\$45 x _____
One-day registration	\$25 x _____
Non-NMRA Member (applied to Rail Pass Membership) -	\$10 x _____
Significant Other -	\$15 x _____
Children:	\$10 x _____
Banquet:	\$40 x _____
Cheap and Easy Trees Clinic	\$ 5 x _____
Building in Wood Post Office Clinic (HO)	\$15 x _____
(O)	\$15 x _____
Building and Coloring Masonry Buildings Clinic:	\$15 x _____

Total Advance Registration Charges: \$ _____

Payment must accompany registration. Make checks payable to: **Potomac Junction 2008**

Send all registrations to:
Potomac Junction
PO Box 447
Swedesboro, NJ 08085

For questions and / or additional information E-Mail – MER-Registrar@comcast.net

HOTEL REGISTRATION INFORMATION: The convention will be held at the **Sheraton Reston Hotel**, 11810 Sunrise Valley Drive, Reston, VA 20191. The convention rate is \$99.00 (plus taxes) per night. All hotel registrations must be made directly with the hotel at (703) 620-9000. When registering be sure to specify the Mid- Eastern Region, NMRA to be sure you get this special rate. (<http://www.Sheraton.com/Reston>)

Additional events will be added when their cost is know. Please check the web page http://home.comcast.net/~Potomac_NMRA/MER2008/ for current information.

Susquehanna Division #11 Newsletter MAIL Subscription Form

Mid-Eastern Region, National Model Railroad Association, Inc.

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

_____ \$4.00 per Year

_____ Change of Address

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_____ Total Amount Enclosed

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

If you wish to have the newsletter mailed to you, rather than having it sent via e-mail, you must subscribe.

Make checks payable to "Susquehanna Division 11"

Name _____

Address _____

City _____ State & Zip Code _____

Telephone _____ NMRA # _____

Susquehanna Sidetracks

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

605 Hill Point Drive
Etters, PA 17319-9025

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MER Fall Convention Information