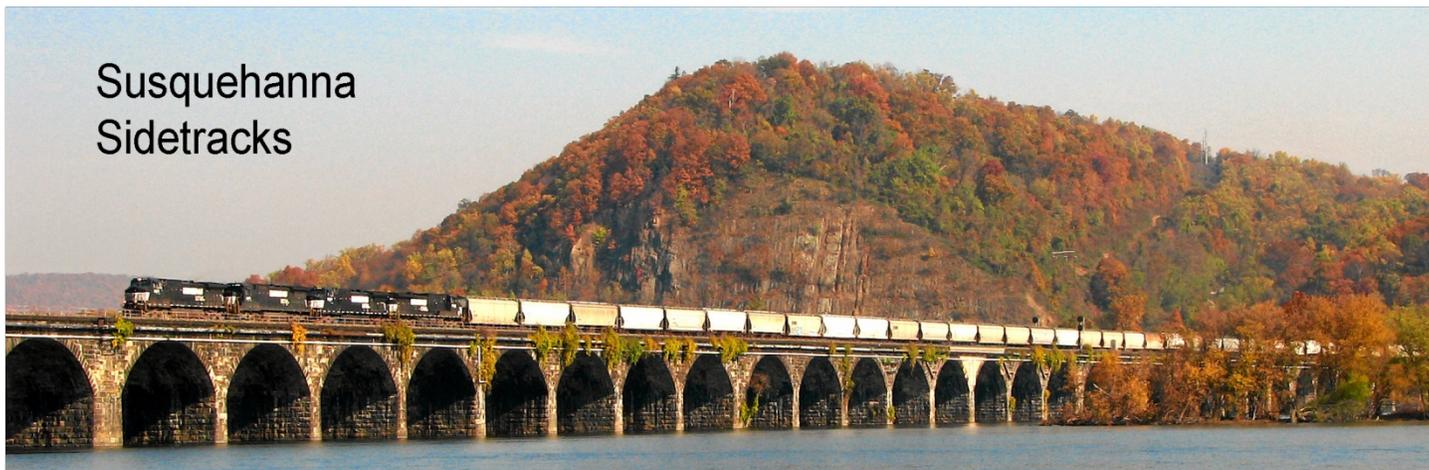


Susquehanna Sidetracks



Official Publication of the Susquehanna Division 11 of the Mid-Eastern Region of the National Model Railroad Association
<http://www.susquehannamra.org> August 2009 Volume 17 Issue 5

Upcoming Division Events

Saturday, Sept. 19 & Sunday, Sept. 20, 2009 – York/Adams Open Houses

Bob Martin (Saturday only), Dave Trone, and Tim Rasinski will have their model railroads open for visits. Bob is located just north of York. Dave is outside of Hanover. Tim is outside of Gettysburg. These open houses are part of a larger tour sponsored by Mainline Hobbies in Blue Ridge Summit, PA. You must visit Mainline Hobbies (<http://www.mainlinehobby.com/>) before visiting the other open houses. **Non-NMRA members are invited.** More information can be found on pages 5-10.

Saturday, September 26, 2009 – Joint Meet with Philadelphia Division

In a joint meet with the Philadelphia division, we will meet at the Lukens Office Building in Coatesville, PA. Doors will open at 8:30 AM. Meeting will start at 9 AM and go to 12 noon. Following the meeting, several model railroads will be open for visitation. **YOU MUST GO TO THE MORNING MEETING TO RECEIVE DIRECTIONS TO THE AFTERNOON OPEN HOUSES.** **Non-NMRA members are invited.** More information can be found on page 11.

Friday, October 2 & Saturday, October 3, 2009 – LSOPS

LSOPS is the Lehigh/Susquehanna Operations Weekend. Co-sponsored by the OP SIG, this event will give novice division members an introduction to operations as well as give experienced operators a chance to operate 3 excellent model railroads. **YOU MUST REGISTER IN ADVANCE FOR THIS EVENT.** **Non-NMRA members may register.** More information can be found on page 12.

Saturday, November 7, 2009 – Live Steam Visits

The division held an event last year at Art Dum's live steam railroad in Shermansdale, PA, which was an overwhelming success. We have been invited back for any of four dates in 2009. We will not be going as a group, but any interested individual may attend by RSVPing to WAYNE GODSHALL at (717)582-4405 Home or (717)215-7776 Cell. **YOU MUST "SIGN UP" BY CALLING WAYNE IN ADVANCE OF THE EVENT.** There is no fee to attend, but Wayne would like a list of names of everyone attending. Art Dum's railroad is located at 57 Pisgah Road, Shermansdale, PA. Directions can be found using Mapquest or a GPS.

Banner photo courtesy of Christopher Muller, SteamPhotos.com

Susquehanna Sidetracks

<http://www.susquehannanmra.org>

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Division 11 Happenings

Jeff Warner

First, a note about the 2010 convention that has been previously mentioned in this column. After further discussions with the MER, we have decided to withdraw our bid to host this convention due to several concerns by both the division Board of Directors (BOD) and the MER convention chair.

Second, this newsletter is announcing the final division event for 2009, 3 open houses on Saturday Sept. 19 (with 2 also open on Sunday, Sept 20). I'm sorry about the short notice on these, but other events made it impossible for me to get this to you any sooner.

Third, due to my on-going health concerns, it is very unlikely that I will run for or accept another term as division superintendent (my current term expires next July). John Frantz has told me that he also will not run for or accept the division superintendent position, so if anyone out there has any interest in this position, please consider putting your name into the hat when nominations are open next spring (feel free to contact me now if you have any questions).

I received a rather lengthy letter from the MER regarding the NMRA National liability insurance policy and how it covers division events. Bottom line is two things. First, all BOD members (listed to the left) MUST be NMRA members that reside in the division they are serving. We have no problem there. Second, for every layout that the division visits for an official event, the host must either be an NMRA member or sign an insurance waiver form found on the National website in advance of the event. We've been a little lax on that one, but will need to make sure it is followed in the future.

Finally, a quick mention that a group of boy scouts visited Steven Mallery's model railroad on 7/21. This was part of their merit badge program. Steven showed them how to run trains, how his signals worked, some simple operating rules, and how to drill cars. They also interviewed Steven for the badge. If any of you know a boy scout troupe looking for a model railroad, let Division boy scout chairman Wayne Betty know, and he'll try to find one nearby for them to visit. Likewise, if you have a model railroad and are willing to host the boy scouts, let Wayne know.

Aug 22 Reading Area Model Railroad Visits

By Nick Kulp

After almost 7 years of Internet "friendship" I was finally able to meet Bob Bucklew and view his wonderful Quaker Valley Railroad. Two other layouts were also on the tour (Charles Kadyk's Pennsylvania and New England Railroad, also using PanelPro, and Joel Holubec's PRR Schuylkill Division). The tour was not limited to NMRA members so if you live near the Reading, Pa area, you missed a great way to spend a Saturday.

Bob's layout was very impressive. The long mainline runs, the detailed industrial scenes and impressive access gate (a skill I have not mastered in over 25 years) all showed off Bob's modeling skills. Bob is also the writer of an article from a 1979 RMC that showed how to build a working HO scale rotary dumper. It is one of the projects that has been on my to-do list ever since I read the article in 1979. Unfortunately, Murphy was also on the tour when Bob was about to demonstrate the operating dumper, Murphy stepped in to provide a bit of humor for the guests as usual. It also provided us all a reason to return when repairs are made.

After a great clinic on PanelPro (check out jmriusers@yahoo.com for a report on the PanelPro clinic), the group moved on to Charles Kadyk's Pennsylvania and New England Railroad. Charles is one of the Cornwall Railroad crew members and being able to see his work was a real pleasure. Charles' layout is a great proto-freelance railroad with a nice long mainline and plenty of beautifully detailed scenes placed in a spring / summer setting. His modeling skill was very evident in the well-detailed scenes. There is much to see and if the PanelPro screen is any indication, when the signaling is installed, it will add another dimension to an already impressive layout.

The last layout on the tour was Joel Holubec's PRR Schuylkill Division. I have the pleasure of knowing Joel from operating on another friend's layout. Through our discussions, I knew Joel "liked" to hand-lay track but I was truly speechless when I saw the flawless operation and smooth flow of trains running on his layout. The fall scenery on one section was a truly inspiring scene. It reminded me of a place I used to go hunting as a kid in the fall in the country around Lebanon, Pa. I could almost hear the Swatara Creek through the trees.

Craftsman kits and scratch-built structures worthy of awards were all over the layout. Since I have the artistic skill of a bag of doorknobs, I envy anyone with any talent but Joel's has a Master's skill. The impressive trackwork in both Code 70 and Code 55 flowed smoothly through the scenes. One very impressive switch, inside the multi-turn helix was even laid on a reverse curve. The entire time I was there, I never saw one twitch of a car as they ran around the layout. The entrance gate was also something I took note of as it featured two rollers and a unique spring-return opening lever.

All-in-all, Saturday was a fantastic tour. Great layouts, seeing a lot of friends, and just being able to check out other modeler's layout. Best of all, the cost was FREE. I can't think of a better way to spend a Saturday...

Model Railroading at the Milanof Shock Library

By Wayne Betty



Saturday August 1, 2009 was the second gathering of modelers at the library. The plan was to learn how railroad operation evolved over the years. The model railroad was made up from two eight foot modules and several tables pushed together. The modules used Atlas code 83 snap track and the rest was assembled from Kato Unitrack. A passing siding with a small yard was on the main module, while the other module had a 3 track yard. To keep wiring simple and allow lots of flexibility, I used a

Digitrax DCC system to power the layout. A BDL168 was used to provide detection for a future signal system. Next I installed a Digitrax DS64 for switch control on the main module. The loconet was monitored by a RR-Cirkit's LocoBuffer-II to interface with a JMRI installation that was used as a tower for the switches on the main module. With all the pieces assembled, we started with a single track railroad with one passing siding using a token for permission to occupy a block. Next we did a simple time table scheme, then moved on to dispatcher control. With six throttles everybody had a hand in moving the trains. I used wood blocks with big letters on them to simulate signal locations. The tower operator was directed by the dispatcher to line up for a move, and then permission was given to the engineer to move his train to the assigned "block".

The final challenge of the day was to operate an interchange between yards. A loaded ore train had to be interchanged with empties. The PRR delivered the loaded ore train to its yard, then the Reading sent its train to pick up the loads and exchange them with the empties, then take the empties back to the PRR yard. Jan Betty, the Milanof Shock Library's children and youth coordinator came up with the idea of doing a model railroad theme program for the youth. She then told her husband to put it all together. The first event was called Model Railroading 101 and used the basic structure of the Boy Scout Railroading Merit badge. We discussed safety, scale and gauge and finally built an HO box car kit. One of the parents was disappointed that he did not get a chance to come to the first event so the second event was opened to older kids.

The library is very willing to have us continue to meet in their activities room. Several of the attendees expressed an interest in continuing and maybe even building some modules. We talked some about building modules to the free-mo specification. If you are in the Mount Joy PA area and would like to join us, drop me an email and I will let you know when our next program date will be.

wbetty@susquehannamra.org

CENTRAL PENNSYLVANIA RAILROAD (CPRR)
Saturday Sept 19th only, 10 am - *11 pm * (operating session 7-11 pm)
Bob Martin, 45 W. Locust Lane, York, PA 17406
717-848-3640



Welcome to the Central Pennsylvania Railroad (CPRR). The freelance CPRR is an operating HO scale model railroad with a PRR and WM flavor time set in the early 60's. The CPRR train room(s) is around 675 square feet. The layout is 57' long and 16' wide at the widest and 6" at the narrowest. A 13' x 26' crew lounge (also known as the family room) is adjacent to the train room with an 11' x 18' workspace and railroad library room next to the crew lounge. The crew lounge and adjacent rooms contains many pieces of railroad art and artifacts. A Dispatchers desk and layout model board are also located in the crew lounge.

Trains are controlled by the Digitrax Chief Command & Control radio control system. Tethered and radio throttles are used. Tortoise slow motion machines control about 50% of the 170 track switches. Of the remainder, 35% are hand throws and 15% are twin coil electric machines.

There is over 1000 feet of track; about 250 feet is main line or almost 4 scale miles. Most of the track is code 100 brass flex track. About 95% of the turnouts are also brass and most of them are Atlas brass frog of 50's & 60's vintage. There are several scratch or custom built turnouts and crossovers on the layout.

During operating sessions, the layout is operated as a two division, point to point railroad. However, the railroad is designed for continuous running for layout tours.

Bob Martin continued.

There are about 70 locomotives (several with sound) and 550 freight cars on the layout.

Scenery on the main part of the layout is about 99% complete but is constantly being changed. The layout features several outstanding mini-scenes including an 8 square foot quarry. Fourteen towns and more than 50 industries are serviced during operating sessions. More than 100 structures, 400 figures and 150 vehicles can be found on the layout. Operating grade crossing signals are located at several locations. Many operating trackside signals that show turnout position are located around the layout.

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

Operating sessions are held the third Saturday night of every month and visitors are always welcome. Newcomers are encouraged to arrive around 6:00 in order to get acquainted with the railroad. Operating sessions start around 7:00 p.m.

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 George St; 9/10 mile to Locust Lane (just before top of hill); right to 3rd house on right.

Saturday, Sept 19th, 10 am – 4 pm & Sunday, Sept 20th, 10 am – 3 pm
Tim Rasinski, 683 Grant Drive, Gettysburg, PA 17325



It is April 1944 and the United States is in the middle of World War II. Allied forces are fighting at Anzio and the invasion of France is two months away. Every day US railroads bring hundreds of trains full of men and materials to ports on the East Coast to supply the fight against fascism. In East Baltimore, the Baltimore and Ohio and Pennsylvania Railroads bring these trains into Canton, but it is the job of the tiny Canton Railroad to deliver the hundreds of freight cars to piers and docks for transloading to Liberty ships making the dangerous trip to England, Russia, and the Mediterranean.

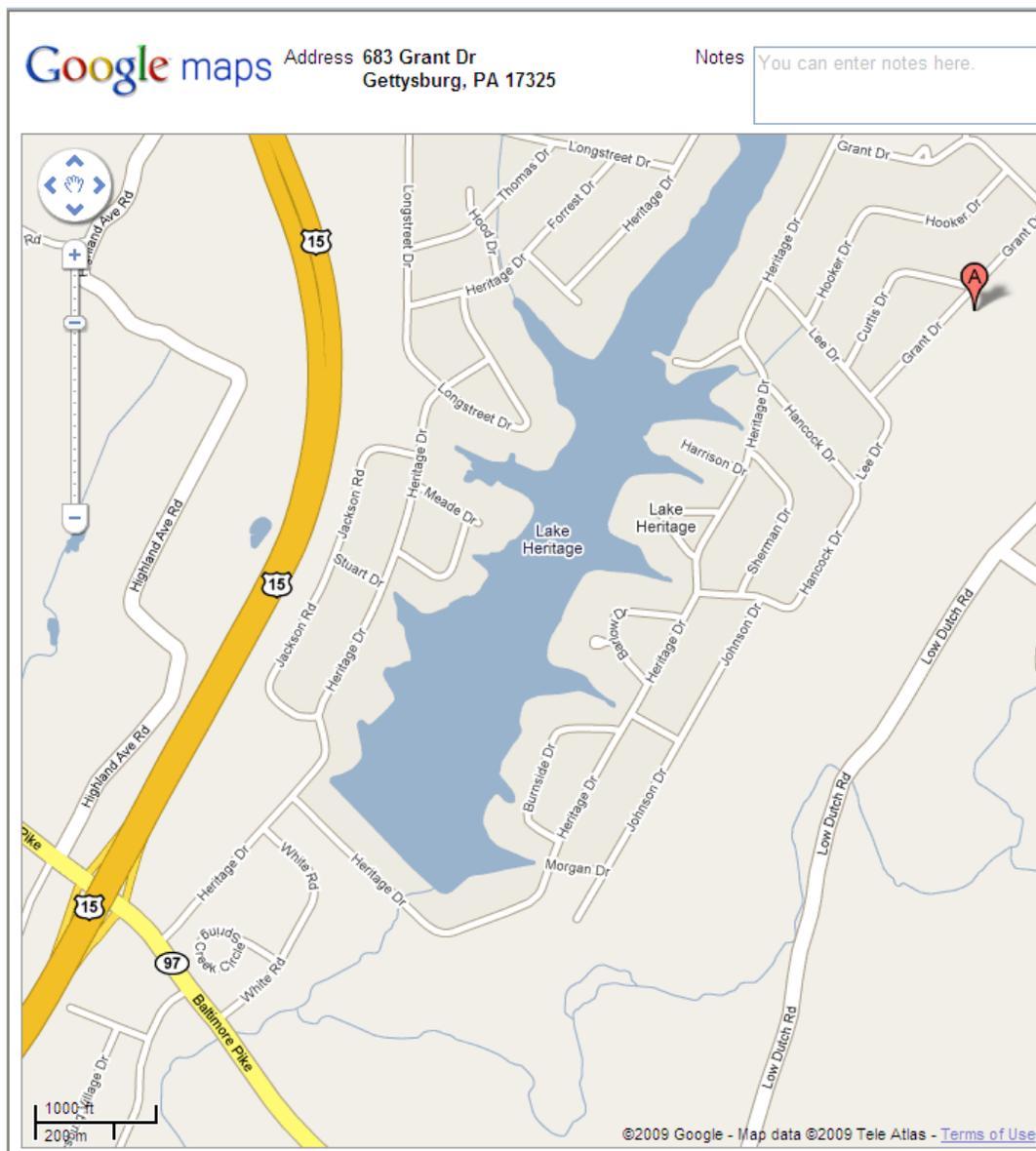
This HO model of industrial East Baltimore has been under construction in a 750 square foot basement since 2001 starting from concrete block walls. Staging is complete, and the B&O line from Bayview through Canton and on to Sparrows Point is operating. The Highlandtown branch provides enough small industrial switching to keep a crew busy for an hour or so. The interchange yard with the Canton Railroad at Penn Mary is in place along with Camp Holabird and a few industries. Buildings and industries have been mocked up with foam board and kit fronts but no scenery to speak of is in place. The next major step is laying the Pennsylvania Railroad track. Constructing the benchwork for the Canton Railroad yard and piers is several years off. The focus of the model railroad is prototype railroading and fidelity to April 1944 is maintained.

The layout features about 150 freight cars, most of which are Westerfield or Sunshine resin kits, brass, or some of the newer, better quality plastics models. If you enjoy freight car modeling, there is plenty to see. There are some passenger and troop equipment, also resin, brass, and newer plastic. Locomotives are steam and early diesel; all have DCC and sound. There are six on the roster with additional Broadway Limited PRR locos standing in while waiting for weathering and details. Several more brass locomotives are awaiting decoder installation and/or painting. Digitrax DCC is used and the railroad is interfaced to a computer to allow use of Decoder Pro and Panel Pro. A four-sided car card system is in place for operation.

Tim Rasinski – Directions.

If approaching Gettysburg from MD 140 or south (Frederick, MD), take route 15 north. If approaching Gettysburg from PA 116 or north (route 30; Harrisburg, PA), take route 15 south. Exit at route 97, Baltimore Pike and head east away from the visitors center and downtown Gettysburg and towards the Gettysburg Outlets. Shortly after turning onto route 97, make a left onto Heritage Drive. If you pass the cluster of traffic lights at the Gettysburg Outlets, you have gone too far.

You will be entering the community of Lake Heritage. Stop at the gate, and tell the guard you are going to see Tim Rasinski at 683. Make an immediate right after the gate. This is also Heritage Drive which loops around the lake. Proceed past the marina and make a right on Lee Drive. Make the third left onto Grant Drive. The house is on the right. Look for a 48 star American flag on a flag pole. Feel free to park in the driveway or on the grass. Please do not park on the street.



WEST PENN RAILROAD – Hanover area

3601 Fawn Lane, Glenville PA

David Trone is your host

Saturday 10:00 – 8:00

Sunday 10:00 – 4:00

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 **1380'** of the mainline is operational. The layout is still under construction with **98%** of the roadbed completed. This is the 4th 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. 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 (**1380'** operational). Designed such that mainline can be separated into 4 separate loops (Operational loops – 1st 07', 2nd 08', **3rd 09'**).
- 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 **2500'**.
- 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%).

From Mainline Hobbies (GPS – use Smoketown Rd and Skyview Dr as nearest intersection)
Take RT-16 South to RT-116 East.

Follow RT-116 through Hanover to RT-216 East.

Or

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).

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.

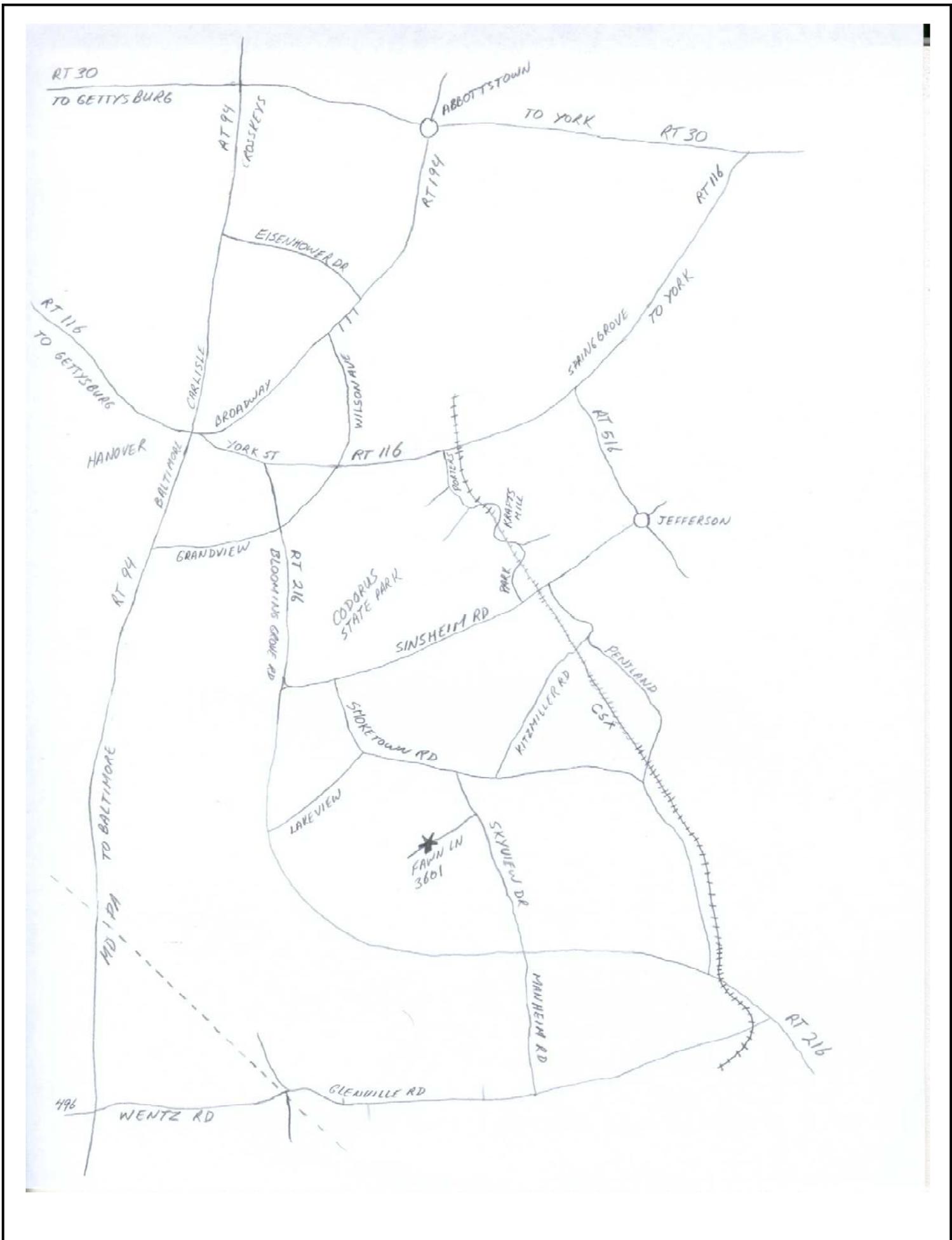
There is **no** other turnaround area back the road.

Parking is anywhere you can get off the road.

Please use basement entrance at bottom of driveway.



Wheel chair accessible.



Saturday, September 26, 2009

Joint Philadelphia Division meet



In a joint meet with the Philadelphia division, we will meet at the Lukens Office Building at 505 First Avenue in Coatesville, PA. This is a museum of Lukens Steel as well as a collection of model railroads. Take US-30 Bypass East to the PA-82 exit. Take Route 82 South into Coatesville. Cross Main Street. The Lukens Office Building is the red brick building on the left. Doors will open at 8:30 AM. Meeting will start at 9 AM and go to 12 noon.

Following the meeting, several model railroads will be open for visitation. The meeting will consist of 2 clinics (Jeff Warner presenting a "prototype signaling for the model" clinic and Dave Messer, MMR, on "creating small scenes") and a "small scenes" contest (any scene small enough to be transported to the event qualifies). The model railroad open houses following the meeting will be: Paul Backenstose, Bob Dietrich, Jim Dalberg, and Ken McCorry.

More information on Paul's Western Maryland model railroad, Jim's New Jersey Northern, and Ken's BARN-SIZED Central Region, Northern Division can be found on the division website by following the links on the event page. (note that these pictures of Ken's are 8+ years old and MANY changes have taken place since then. Ken's model railroad has been called "World's Biggest Home Layout" by Model Railroader. A freight train takes over an hour to go from one end to the other at a moderate speed).

YOU MUST GO TO THE MORNING MEETING TO RECEIVE DIRECTIONS TO THE AFTERNOON OPEN HOUSES.

Non-NMRA members are invited. You do NOT need to RSVP for this event.

Friday-Saturday, October 2-3, 2009 Lehigh/Susquehanna Operations Weekend

In a joint event with the Operations Special Interest Group (OP SIG), we will host an operating weekend at two locations in the Division (the Lehigh Valley area and the Susquehanna Valley area). There will be a limited number of slots (positions) available for guests to operate three model railroads in one of these locations this weekend. Some operating experience is strongly suggested to register for one of these all-weekend slots.

IN ADDITION TO THESE ALL-WEEKEND SLOTS, there are a limited number of slots IN BOTH AREAS for Division 11 members WITH NO PRIOR OPERATIONS EXPERIENCE to operate a SINGLE SESSION of one of these excellent model railroads (you may request the area and time you wish to operate the ONE model railroad on the registration form). This event is an EXCELLENT way to experience what operations are all about first hand.

YOU MUST PRE-REGISTER FOR THIS EVENT. These events have been very successful around the country, and we hope this turns into a yearly event in this division also. More information, and registration forms can be found at

<http://www.susquehannanmra.org/lshops/>

There are 7 model railroads Division members may sign up for as part of this event. Three of these (Larry Reynolds, Gale Smith, Jim Hertzog) are located in the Lehigh Valley (Allentown area). The other four (Bob Martin, Lew Jones, Jeff Warner, Steven Mallery) are in the Susquehanna Valley (York-Harrisburg area). More information on each of these fine model railroads can be found on the LSOPS website (see URL on page 8).

Many of you have commented that you wish there was an opportunity to try to operate a model railroad “without being in the way” at a regularly scheduled operating session... Well, THIS IS YOUR CHANCE!!!!

There are a limited number of slots at each model railroad, so please sign up as soon as possible. You MAY sign up non-NMRA members as your guests also for these slots. All slots will be filled based on the time you sign up (first-come, first-serve).

NATIONAL MODEL RAILROAD ASSOCIATION
 MID-EAST REGION
 SUSQUEHANNA DIVISION #11
 REVENUE AND EXPENSE STATEMENT - CASH BASIS
 FOR THE FISCAL YEAR JULY 1, 2008 TO JUNE 30, 2009

NORTHWEST SAVINGS - SAVINGS ACCOUNT		\$ 1,253.32
SOVEREIGN BANK - CHECKING ACCOUNT		<u>984.79</u>
<u>BEGINNING CASH BALANCE - JULY 1, 2008</u>		\$ 2,238.11
<u>REVENUE FOR THE FISCAL YEAR</u>		
SUSQUEHANNA DUES	\$ 188.00	
NMRA (MER) REBATES	289.00	
INTEREST INCOME	<u>11.04</u>	
TOTAL REVENUE RECEIVED		<u>488.04</u>
<u>TOTAL CASH AVAILABLE</u>		\$ 2,706.15
<u>EXPENSES FOR THE FISCAL YEAR</u>		
POSTAGE STAMPS	\$ 194.52	
NEWSLETTER	<u>161.90</u>	
TOTAL EXPENSES		<u>356.42</u>
<u>ENDING CASH BALANCE - JUNE 30, 2009</u>		<u>\$ 2,349.73</u>
NORTHWEST SAVINGS - SAVINGS ACCOUNT - UNRESTRICTED FUNDS		\$ 1,564.36
SOVEREIGN BANK - CHECKING ACCOUNT - UNRESTRICTED FUNDS		700.37
SOVEREIGN BANK - CHECKING ACCOUNT - RESTRICTED FUNDS		<u>85.00</u>
TOTAL NET ASSETS - ALL FUNDS		<u>\$ 2,349.73</u>

RESPECTFULLY SUBMITTED,

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

JULY 27, 2009
 YORK, PENNSYLVANIA

Susquehanna Sidetracks

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

605 Hill Point Drive
Etters, PA 17319-9025

Inside:

Aug 22 Roundup
Mt. Joy Library
Upcoming Division Events
Financial Report

Name

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City

State & Zip Code

NMRA #

Telephone

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