

# SUSQUEHANNA SIDETRACKS



An Official Publication of the Susquehanna Division,  
Mid-Eastern Region of the NMRA  
Vol 25 No. 5



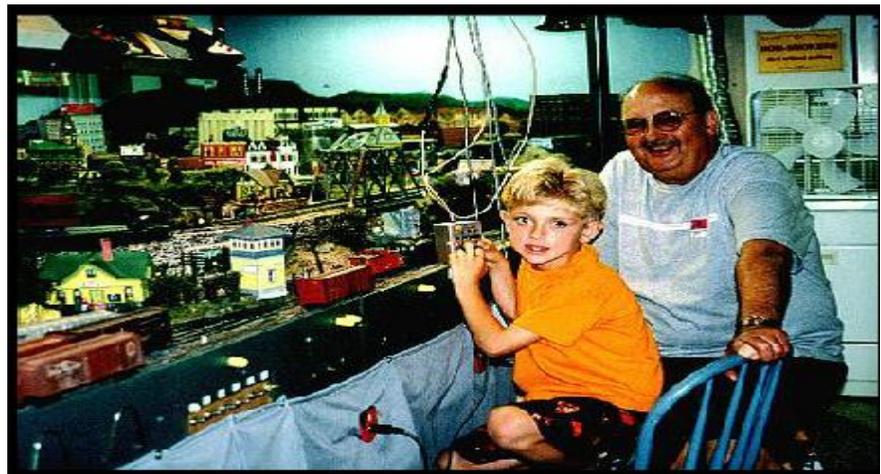
## Sad News in our Division



### Bill Fraley

We report the passing of Bill Fraley a member of our division, talented modeler and good friend.

Bill's S scale railroad is the [Jefferson Central](#). He hosted the annual Jefferson Central Favorite S Scale Model Contest. His pike has been featured in several model railroad magazines. Bill was a camera buff and you may have seen some of his photos and articles in model railroad magazines. He also was one of our more prolific modelers. A member of the NASG, NMRA, MER and the MER Susquehanna Division, he earned the NMRA Model Railroad Author Achievement Award and his Pike has won the NMRA - MER Golden Spike Award.



## From the Superintendent's Desk – Tim Himmelberger

Where did the summer go? It will soon be September, as I write this. Our MER Convention, The Susquehannock, will be here in short order. First, if you have not registered please do so soon. Also, there are still opportunities for you to volunteer. Some of which are detailed in articles soliciting your help, please see page 14 for clinic room monitors, the auction / white elephant sale. If neither of these interests you please contact Bob Charles, [chair@mer2017.org](mailto:chair@mer2017.org), or Brian Kampschroer, [inside@mer2017.org](mailto:inside@mer2017.org), your help will be greatly appreciated.

Even without the Convention we have a very full schedule this fall. First up is the Mainline Hobby in Blue Ridge Summit their annual fall layout tour on September 16<sup>th</sup> and 17<sup>th</sup>. Please see the notice on page 18. For those of you who are either into operations or would like to try your hand at it the annual LSOP, operate until you drop event is October 6<sup>th</sup> and 7<sup>th</sup>. Wayne Betty has already posted that all the slots are taken. However, if interested please contact him, [wsb@susquehannamra.org](mailto:wsb@susquehannamra.org), to have your name put on a waiting list. October 12 – 15 is the Susquehannock Convention. We are hoping to see the contest room packed with items from many of our Susquehanna Division members. The last item for this year is the November Division wide and then some layout tour. This will be the first three weekends in November. Jerry Britton is the event officer for the layout tour. Please see his call for layouts article on page 16.



## Susquehanna Sidetracks

Official Newsletter of the Susquehanna Division  
Mid-Eastern Region, NMRA  
1168 Caspian Drive, York, PA  
17404

### Contributing to Susquehanna Sidetracks

Sidetracks welcomes contributions from the Division membership. Letters, articles, photos and other items may be sent to the Editor at the e-mail address listed below or the street address above. Deadline for submission for the next issue is October 10, 2017.

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## Membership Information

Susquehanna Division website: Mid-Eastern Region  
website: [www.susquehannanmra.org](http://www.susquehannanmra.org) [www.mer.nmra.com](http://www.mer.nmra.com)

## National Model Railroad Association

8414 Gulf View Drive, Suite A & B  
Soddy Daisy, TN 37379-2200  
[www.nmra.org](http://www.nmra.org)

## Second Section – Tedd Pounds

Hello everyone!

This issue we have an article submitted by one of our members! Thanks to Scott Unger for his hard work and good information. I encourage all members to consider submitting an article or some photos of your layout or modeling projects to our newsletter. Do you have something that you have discovered that may be of interest to others? Put something on paper, include a few pictures and we will make it work. All submissions should be formatted as Times New Roman font 11.

**The Pike Ads are in sad shape, I would like to revamp them. If you have a pike ad please send me a fresh copy of your ad. The next issue will have a revamped and cleaner Pike Ad page.**

Thanks!

*Tedd*



IS COMING

**Welcome New Members!**

Frank Grill  
Peter Palma  
Thomas Seaman

Reinholds, Pa  
Bushkill, Pa  
Mechanicsburg, Pa

## Digitrax with JMRI – 202 – Wrap-up

Wayne Beatty hosted and led an advanced level clinic for Digitrax users who are presently using or are planning on using JMRI to control their layout. It was focused more on the integration of JMRI with Digitrax' s loconet. The lab for this clinic was Wayne's layout. However, that being the location he restricted this clinic to 10 people. Obviously, this was a clinic with limited appeal. The four of us who attended gained a lot of insight into layout control. It was focused on one of a variety of ways to control and signal a layout. Going forward it would be great if someone who has taken a different approach to layout control to open their layout and lead a clinic for those who are interested in a different approach to this topic.



Ken Roth and Josh Himmelberger, two of the attendees ask Wayne Betty a question on the Digitrax BDL168 occupancy detector. Sorry a TV screen in the background does not make for a good picture.

Links below for JMRI

<http://jmri.org/>

Digitrax link below

<http://jmri.org/help/en/html/hardware/loconet/Digitrax.shtml>

NCE link below

<http://jmri.org/help/en/html/hardware/nce/NCE.shtml>



Regardless of scale, model railroads are intended to represent something they are not, that being a full-sized railroad. The various elements of our railroads don't need to be entirely accurate but simply need to be plausible enough to appear accurate when all the elements are viewed together. One element that we often overlook until it is too late is the alignment of our track and the associated earthwork that would have theoretically been required to build it.

## **Route Selection**

Railroads spurred innovations in accurate time keeping, economic development and land surveying techniques. Long before the United State Geological Survey (USGS) was publishing topographic maps, railroads were conducting their own detailed contour maps to help them select the best routes. An example of an ideal alignment is straight and level track, a situation not common in Pennsylvania but fairly typical in Utah. For many reasons, when a straight level route was not available, most railroads followed streams or rivers to take advantage of the gentle slopes. One notable exception was the Pennsylvania segment of the Lehigh & New England Railroad (LNE), which largely followed the southern toe of Blue Mountain. It is probably just a coincidence that the end of operations on the LNE in 1961 was one of the earliest examples of a significant abandonment.

Railroad alignments consist of two centerlines, one vertical and one horizontal. For those choosing to model a level railroad without any grades, only the horizontal track centerline is necessary to define. However, even if you choose not to have any grades, paying some attention to the vertical center line can help improve the realistic appearance of your model railroad. Cut and fill are two terms associated with any type of earthwork. When specifically talking about railroad construction, cut is required when the proposed vertical centerline of the track will be below the surface of the existing terrain. Conversely, fill is required anywhere the proposed vertical centerline of the track will be above the existing terrain. Since railroads need to be very flat to operate efficiently, most railroad development requires at least some amount of cut or fill, even when following the edge of a watercourse.

While maintaining an acceptable grade was likely the most important design parameter, railroads also attempted to balance the cut and fill to avoid having to transport and dispose of surplus material or import additional material to the site. A segment of railroad with a balance in earthwork only required the railroad to move the material a short distance from a cut to the next area of fill. Bridges and tunnels were generally avoided due to cost, although both have significant impacts on balancing cut and fill. Bridges can dramatically elevate the vertical centerline above the existing terrain without requiring any fill but are far more expensive to construct and maintain than compacted earth. Tunnels in comparison, consist entirely of cut and are typically advanced through solid rock and are also very expensive to construct and maintain.

Additionally, while tunnels are entirely cut, the material generated would typically need to be further crushed and sifted to a uniform size before it could be used for fill under a different section of the alignment.

## **Volume not Distance**

When discussing earthwork, the balancing of cut and fill is an equation of volume not distance and is typically calculated by the cubic yard (27 cubic feet). Going back to our grade school math: volume (v) equals length (l) x width (w) x height (h). Length is the easiest to calculate and is simply measured in feet along the horizontal centerline of the segment being studied. Height is the average difference in elevation between the proposed vertical centerline and the existing terrain along the segment. Width is a little more complicated as it is a dynamic factor of both height and side slope. To avoid the cost of retaining walls, railroads typically used a side slope to gradually transition back to the existing terrain. Fill side slopes are often no greater than 3:1 and cut side slopes are no greater than 2:1 (except in stable rock faces that can be 1:1 or steeper). So as a cut or fill increases in height, the width will also increase significantly as determined by the appropriate side slope. Since most elements in model railroad building are compressed to some degree, matching an exact side slope ratio is less important than having cut slopes appear a little steeper than fill slopes.

For example: a section of fill averaging 4 feet in height and using a 3:1 side slope (for simplicity we will assume a 12' width at the base of the ballast) will be about 36 feet wide at the base of the fill. So, in 5,280 feet of track on an average of 4 feet of fill, times an average width of 24 feet (the average of the ballast base width and the base of the fill) would require 506,880 cubic feet (18,773 cubic yards) of fill beneath the ballast. While a cut just 487 feet in length at an average depth of 20 feet (using a 2:1 side slope the top of the cut would be approximately 92 feet wide) and an average cut width of 52 feet would provide roughly 18,759 cubic yards of material. This material would be enough to construct the mile of fill and would reflect a balance in earthwork on that combined 5,767 linear foot segment of track. Other variables such as topsoil depth, drainage ditches, compaction and rock removal can make these calculations vary greatly but are not important for our purposes. Quite commonly, when running along a watercourse, one side slope is in cut and the opposite side slope is in fill (see figure 1). This situation can create an instantaneous balance in earthwork depending on depths and side slopes, but that is enough with the math as you likely get the point by now.

## **Plywood Base and Alternatives**

While subtle and possibly even imperceptible, a lack of apparent balance in earthwork can reduce the realism of a scene and/or overall railroad. Starting with a base of plywood and building land forms up with foam or by other means, generally yields a significant surplus of apparent cut with no areas representing significant fill. Even adding cork roadbed does not provide a plausible appearance of fill as the 3/16" thick cork roadbed is only about as deep as typical mainline ballast in HO scale.

Spline roadbed can be used to place the track at a level above the basic platform allowing scenery to extend either above and below the track. This provides the very flexible opportunity to create both cut or fill on either side of the track.

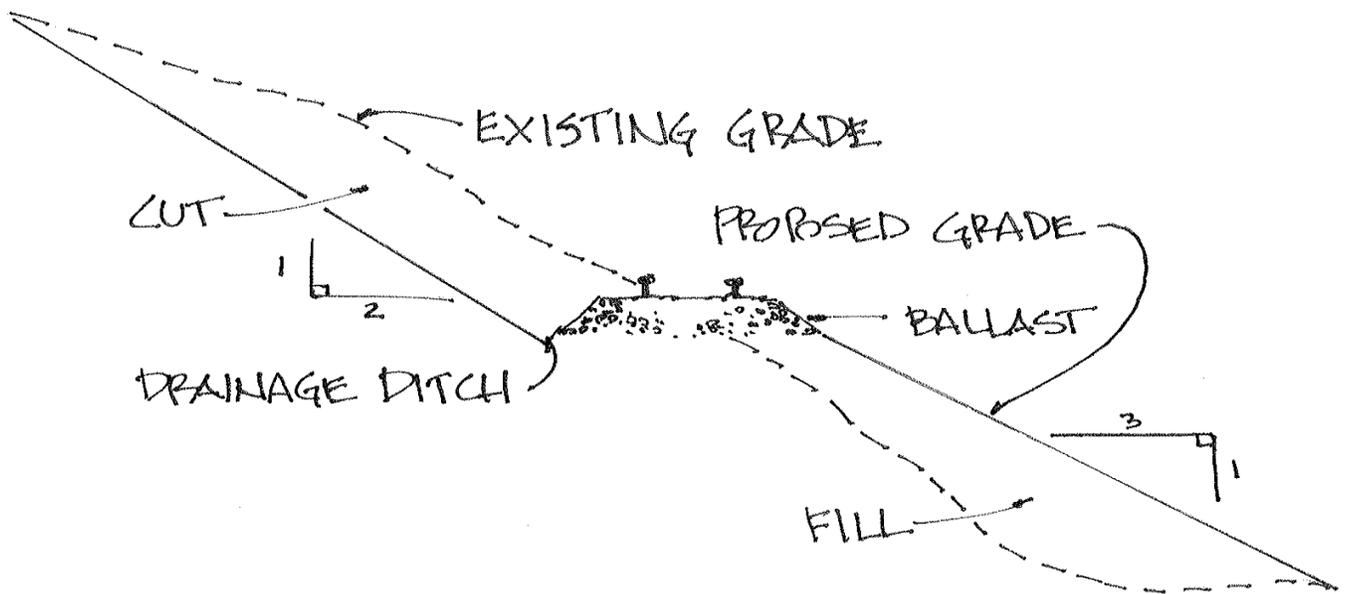
A simpler alternative is to substitute a single piece of 3/4 plywood for the base with two layers of 3/8" plywood or one sheet of plywood topped with a sheet of homasote. This approach is limited in that it can only create the appearance of a few feet of fill if the second layer of plywood or homasote is omitted in areas where track is not located. Horizontally offsetting the seams between the two layers by several inches can result in smoother transitions and more reliable trackwork.

Too many areas of cut can also block the view of your trains but a nicely weathered string of rolling stock can look impressive traversing a section of fill.

## **Conclusions**

Whether you are starting a new railroad or modifying a section of an existing railroad, take a step back in your design process to contemplate the overall earthwork that will be implied by your finished product. I am not suggesting that you calculate and balance the earthwork on your railroad but suggest that you evaluate your design and make some adjustments to improve the plausibility of your track alignment relative to the existing terrain. Since our railroads are highly impacted by scale and selective compression, earthwork can also be evaluated in terms of a given scene or segment that you are modeling. A commonly used approach is to use cut to help transition from scene to scene and this can be greatly enhanced by introducing even a small amount of fill within the scene itself. Also consider what area of the country you are modeling, as areas in the Midwest probably do warrant placing the roadbed directly on the plywood base. Other areas of the country that are not as flat as the Midwest can still have very different and varied topographic features. Photographs, railroad plans and USGS maps of the area you are modeling are very useful in providing guidance and inspiration for how you will address the cut and fill on your railroad. Creating a plausible track alignment can improve the appearance of both freelanced and prototype railroads. Giving some consideration to the cut and fill early in your design process can help take your railroad up a notch on realism!

FIGURE 1



## Congratulations Dennis!!

Hi. Some of you in the Susquehanna Division know by now that I recently attended the NMRA national convention in Orlando FL.

During the convention, they had a room set up called the "Celebration of Models" in which you could enter models for display for 1. Popular vote, 2. Judging for AP awards, and 3. Non-contest display.

They had a category for favorite train, so I decided to enter my Birdsboro & Reading work train into this category. On Friday morning when I went in to collect my models there was this small plaque for "Favorite Train Second Place"



# MER Convention Information



The Susquehannock  
2017 MER Convention  
Sponsored by  
The Susquehanna Division  
October 12 – 15, 2017  
[www.mer2017.org](http://www.mer2017.org)

## **THE SUSQUEHANNOCK, 2017 REGISTRATION! October 12 – 15, 2017**

Have you registered for the 2017 MER Convention yet? If not, did you know it is now easier than ever to register? While you still have the option of printing a registration form, finding a pen, filling it out, finding your checkbook, writing a check, finding an envelope and addressing it, finding a stamp of the correct denomination, and then remembering to take the stamped, addressed envelope out to the mail box or to the Post Office; there is now an easier way to register!

For the first time ever, now you can register completely on-line. Just visit the Susquehannock website, [www.mer2017.org](http://www.mer2017.org), click on the registration tab, fill out the form, get redirected to the payment page and you are done. The MER Registrar, Bill Grosse, will send you a confirmation and registration number. It is that easy.

Why not take a few minutes and try it right now? Take advantage of beating the early registration deadline of August 31 and be eligible for the early registration prize, a magnificently framed Peter Lerro print of a PRR T-1 4-4-4-4 locomotive departing Harrisburg station westbound for Chicago. It is valued at \$150 and was donated to the convention by the late Harrold Stahle. You still have a chance to win it with a registration prior to the 8/31 deadline.

Be sure to sign up for one or all of our many guided, no hassle, railroad and general interest tours, such as the Harris Tower/Harrisburg Station/Civil War Museum Tour described next.

# Convention Notes

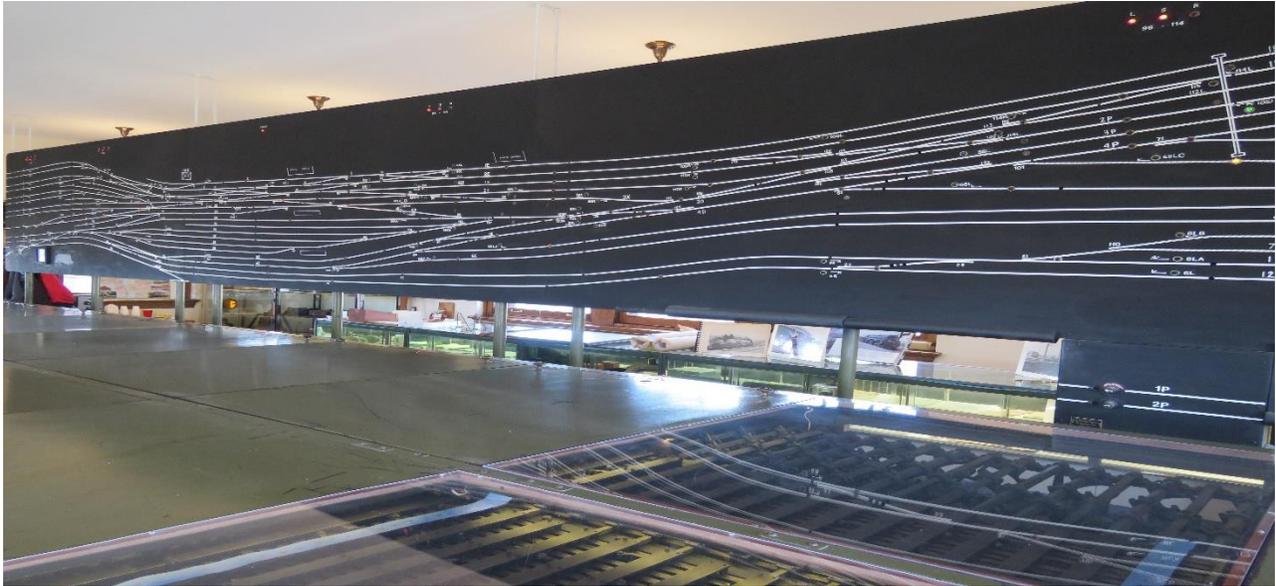
## Harris Tower and Harrisburg Amtrak Station Tour with Optional Civil War Museum

On Friday, October 13<sup>th</sup> The Susquehannock is offering a guided tour with bus transportation to historic Harris Tower and the Harrisburg Amtrak Station, the former PRR passenger station in the state's capital. In addition, this tour offers an optional section that includes Harrisburg's famous Civil War Museum. For anyone interested in the history of passenger rail travel on the Pennsylvania Railroad this tour is for you, and if you also have an interest in the civil war, the optional Civil War Museum tour is a must.



From 1930 to 1992 Harris Tower served the Pennsylvania Railroad, Penn Central Railroad and Amtrak. In 1992 the Harrisburg Chapter of the National Railway Historical Society took ownership of and restored the structure. The purpose of the tower was to control rail traffic through what was once a maze of tracks at the north end of the Harrisburg Passenger Station. During a height of rail travel the tower controlled 87 switches and 106 signals with a traffic count of 100 scheduled passenger trains and 25 freight trains daily. Harris Tower marked the western terminus of the Pennsylvania Railroad's electrification and it was at Harris where the motive power was switched from steam or diesel to electric eastbound or opposite for west bound trains. Harrisburg was also the point where trains were split for New York/Philadelphia and Baltimore/Washington destinations.

# Convention Notes



The Harrisburg Transportation Center is the former Harrisburg Pennsylvania Passenger Station. The current station was built by PRR in 1887 and significantly rebuilt with its distinctive barn roof in 1905 following a serious fire in 1904. It was listed on the National Register of Historic places in 1975 and is also designated as a National Historic Landmark. The station is one of the few railway stations in the United States that still has a train shed above the tracks. It also has a red brick exterior, unlike many of the still-used U.S. railway stations built slightly later in the early 1900s that have white stone facing, such as [30th Street Station in Philadelphia](#). During your tour of the station you will visit the state tower that was used to control station passenger traffic after the closure of Harris Tower. You will see the Harrisburg Power Director's Office where until recently power distribution was controlled for the electrification lines between Harrisburg and Philadelphia. During your visit to the track passenger platform you will have the opportunity to observe GG-1 #4859 and N6B Cabin Car #980016. Both PRR pieces of equipment have been restored by the Harrisburg Chapter, National Railway Historical Society



## MER Convention Information



For a modest optional additional cost, you may sign up for the add-on tour of the Civil War Museum. Harrisburg's National Civil War Museum is an American history buff's dream. The celebrated museum provides a fascinating look at the period of the American Civil War, 1861-1865. In 1863 the war actually reached the western shore of the Susquehanna River, directly across from Harrisburg, the northern most incursion of the Confederate Armies. Rare artifacts and photographs make this unique piece of history come alive. The museum's exhibits are designed to "tell the story of the American Civil War." The museum serves as the national headquarters for the Sons of Union Veterans of the Civil War and in 2009 affiliated with the Smithsonian Institution in Washington, DC.

The Susquehannock is, in effect, offering two tour options for the model railroader: one is the Harris Tower and Passenger Station tour only, and the other is the Harris Tower, Passenger Station and National Civil War Museum tour, all inclusive. Register now at [www.mer2017.org](http://www.mer2017.org)



### SUSQUEHANNOCK CONVENTION VOLUNTEERS NEEDED

Many of you will agree that a large part of the success of any convention are the clinics and our upcoming Mid-Eastern Region Susquehannock Convention is no exception. To assure the success of our division's sponsorship for the October 12-15 convention the convention clinic committee needs clinic room monitors.

We have 4 days of clinics prepared starting Thursday evening October 12th and running through Sunday morning, October 15th. That's over 50 clinics and we will need volunteers to make the clinics a success and thus the convention a success as well.

Two big incentives for volunteering are you'll be guaranteed a great seat for some excellent clinics and you will earn volunteer points towards your NMRA Achievement Program-Volunteer certificate.

So, what does a convention clinic room monitor do? All monitors will act as a second set of hands, eyes and ears and basically help wherever help is needed to make each clinic run as smoothly as possible. Some specific clinic room monitors duties may include, but not be limited to: helping the clinician set up the room (moving tables, chairs, displays, etc.), introducing the clinician to the attendees before the start of the clinic by reading a biographical card prepared by the clinic committee, setting up the PowerPoint and projector for the presentation, acting as a timekeeper during the presentation, helping with minor audio/video issues, contacting the convention audio/video specialist if the need arises, and helping the clinician teardown and pack up.

Our Clinic Committee is in the process of developing training for all clinic room monitors. Training will be given prior to the convention. Details on the training are still being ironed out by the clinic committee.

With over 50 clinics scheduled throughout the duration of the convention the clinic committee needs a maximum of 28 clinic room monitor volunteers to cover all the scheduled clinic shifts. Obviously 28 volunteers is a lot. We hope you and some of your model railroad friends will volunteer to cover two shifts during the convention to reduce the total number of required volunteers. We realize that's a lot of time sitting in a clinic room but know such an effort will be sincerely appreciated and is essential to a smooth-running clinic program and a successful convention overall.

If you are interested in learning more or you would like to volunteer - send an email to our training manager, Sean Gaston, at [sdgaston@ptd.net](mailto:sdgaston@ptd.net) with your name, phone number, and which clinic segments you wish to volunteer for. Those who volunteer for multiple shifts will receive shift request priority. If you do not have email capability contact Sean by phone at 717-330-9704. We look forward to you volunteering to make our Mid-Eastern Region Susquehannock Convention a huge success!

*Sean Gaston*

## **To All Early Convention Registrants;**

Thursday Breakfast Prepay has been added to the Food Options.

Price is set at \$14, the same for all breakfasts, which includes tax and tip.

All Breakfasts will start serving at 6am.

The normal hotel price is \$14.99 plus tax and any tip you would give.

This option is available for all, but is special attention to anyone who has signed up for the # 701 Made in MER Tour to ACF Tank Car Manufacturing and Bowser, that starts at 8am Thursday.

You can use the online registration form to add this or any other option to your existing registration. Just be sure to press the Adding Activity button in the Registrations section (below the Early and Basic buttons), then put your Registration # in the box that opens.

You may also send a printed form by USPS, or email to [registrar@mer-nmra.com](mailto:registrar@mer-nmra.com) and request the option to be added with an invoice sent to you for payment.

Online Registration Form Link and print forms are available at [mer2017.org](http://mer2017.org).

Bill Grosse, MER Registrar



The Susquehanna Division participates in **The Model Railroad Open House**, held every November. The open house includes layouts in the Susquehanna, New Jersey, and Philadelphia divisions and, this year, we are welcoming the Garden State and South Mountain divisions. Hundreds of layouts over the four weekends of National Model Railroad Month!

You can learn more about the open house on the Division's web site at <http://susquehannanmra.org/Open%20House/Openhouse.html>

The open house schedule will be posted October 1st.

If you are interested in sharing your layout,

**we are accepting event dates and times from September 1st through 20th.**



LOCAL CLUB EVENT – YORK, Pa

## Miniature Railroad Club of York

381 East Wheatfield St

York, Pa

Fall Open House

October 14, 2017

12:00 PM to 5:00 PM

Stop out and see the layout renovations in progress!



**September 9**

Philadelphia Division Meet  
West Whiteland Township Building  
101 Commerce Drive,  
Exton, Pa 19341

[WWW.PHILLYNMRA.ORG/EVENTS/PHILADELPHI  
A-DIVISION-MEET-090917](http://WWW.PHILLYNMRA.ORG/EVENTS/PHILADELPHI<br/>A-DIVISION-MEET-090917)

**September 16-17**

Mainline Hobby Weekend Layout Open Houses  
Blue Ridge Summit  
15066 Buchanan Trail East  
Blue Ridge Summit, PA 17214  
Phone: 717-794-2860

**September 16-17**

Central VFC of Elizabeth Townships  
2017 Fall Train Show  
Court Time Sports Complex  
95 Enterprise Drive, Elizabeth 15037  
Doors open on 16<sup>th</sup> at 10:00 AM  
And at 9:00 AM the 17<sup>th</sup>  
Admission \$5.00  
Information: 412-751-9712  
[WWW.Central147.com](http://WWW.Central147.com)

**September 16**

METCA 2 hour Fall Train Trip  
New Hope to Buckingham Valley, Pa and back  
Departs 5:00 PM sharp  
Includes buffet w/deserts, soft beverages  
Adult \$60.00  
Children 6 to 10 years of age: \$10.00  
5 and under FREE!  
Info: Sam Deo 201-757-3507  
[WWW.METCA.org](http://WWW.METCA.org)  
[eusdesa@yahoo.com](mailto:eusdesa@yahoo.com)

**October 6-7**

LSOP9  
Lancaster-Harrisburg and Allentown-Lehigh Valley

**October 12-15**

2017 MER Convention  
Harrisburg PA  
[WWW.MER2017.ORG](http://WWW.MER2017.ORG)

**October 14**

Catawissa Fall Train Ride  
Catawissa Legion, 105 Legion Road  
Tickets available on Eventbrite  
Admission \$20.00  
Children under 3 Free  
Contact: Steve Campbell  
570-799-0700

**November 5**

Clinton Central Model Railroad Club  
Annual Fall Train Meet  
Mill Hall Vol Fire Company  
Water Street & Peale Ave  
Doors open 9:00 AM – 2:00 PM  
Admission: Adults \$3.00  
Family \$4.00  
Group Rates available please call  
Contact: Jim Hall  
570-726-6826  
[WWW.CCMRR.ORG](http://WWW.CCMRR.ORG)

**Nov 4-19**

[Division Grand Layout Tour](#)

# PIKE ADS

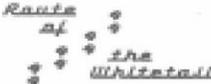
Pike Ads are available for \$10 for a 6-issue year. For information about placing an ad, please contact Tedd Pounds at [tpounds@susquehannamra.org](mailto:tpounds@susquehannamra.org)



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Op Sessions 2nd Saturday of the Month




**PRR Panhandle Division**



George Pandelios Chief Engineer  
Member: NMRA, TCA, PRRT&HS  
717.503.3192 [gpandelios@verizon.net](mailto:gpandelios@verizon.net)



One Masonic Drive  
Elizabethtown, PA 17022  
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Open Houses the first  
weekend monthly Sept. thru  
April: Sat-Sun 2 - 4 PM. Extra  
times at Christmas

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Meets 7:30 PM the first Tuesday  
Sept- June



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**THE BALTIMORE & OHIO RAILROAD**



**Ron Smith**

**Modeling the Southern Tier  
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717-253-1431  
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PHONE: (717)-469-1047  
EMAIL: ALANMENDE@YAHOO.COM

# The Station



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**National Model Railroad Association (NMRA)  
Mid-Eastern Region  
Application for Free "Railpass" Trial Membership**

Yes, please sign me up for a free six-month Railpass trial membership in the NMRA – which includes membership in the Mid-Eastern Region and in my local Division. During this six month period, I understand that I may attend conventions and meets, and participate in contests. I will receive **NMRA Magazine**, the national monthly magazine, and **The eLocal**, the bi-monthly regional newsletter if an e-mail address is provided. I will not be eligible to vote or hold office.

I also understand that the \$9.95 cost of this six month Railpass trial membership is being paid by the Mid-Eastern Region. (Regardless of who pays, six month \$9.95 memberships are available only once to each person.) At the end of the six months, I may join the NMRA, paying the regular active member dues.

During the past two years, I have **not** been a member of the NMRA or a prior Rail Pass member.

Name (Print): \_\_\_\_\_ Signature: \_\_\_\_\_

Street Address: \_\_\_\_\_

City / State / Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Scale(s): \_\_\_\_\_

E-mail: \_\_\_\_\_

Signature of Sponsor: \_\_\_\_\_ (Required)

Title of Sponsor: \_\_\_\_\_ (Required)

(A Division or Regional officer or board member)

When this form is completed, mail to:

**Howard Oakes  
301 Moulstown Road  
Abbottstown, PA 17301-8912**

NATIONAL MODEL RAILROAD ASSOCIATION  
MID-EAST REGION  
SUSQUEHANNA DIVISION #11  
REVENUE AND EXPENSE STATEMENT - CASH BASIS  
FOR THE FISCAL YEAR JULY 1, 2016 TO JUNE 30, 2017

PNC BANK - CHECKING ACCOUNT  
UNRESTRICTED FUNDS \$ 1,768.50

BEGINNING CASH BALANCE - JULY 1, 2016 \$ 1,768.50

REVENUE FOR THE FISCAL YEAR

|                        |    |              |               |
|------------------------|----|--------------|---------------|
| SUBSCRIPTION INCOME    | \$ | 105.00       |               |
| NMRA (MER) REBATES     |    | 116.00       |               |
| ADVERTISING INCOME     |    | 50.00        |               |
| 2/11 EVENT             |    | 119.00       |               |
| MECHANICSBURG EVENT    |    | 45.00        |               |
| CHRISTIANA EVENT       |    | <u>32.00</u> |               |
| TOTAL REVENUE RECEIVED |    |              | <u>467.00</u> |

TOTAL CASH AVAILABLE \$ 2,235.50

EXPENSES FOR THE FISCAL YEAR

|                                 |    |              |               |
|---------------------------------|----|--------------|---------------|
| POSTAGE                         | \$ | 98.03        |               |
| NEWSLETTER/PRINTING             |    | 174.34       |               |
| PNC BANK SVC CHARGES            |    | 4.00         |               |
| 2/11 FACILITY RENT - LANC. NRHS |    | 100.00       |               |
| 2/11 DONUTS                     |    | 26.81        |               |
| FACILITY RENT - MASONIC VILLAGE |    | 100.00       |               |
| ST. ANDREW'S FACILITY           |    | 50.00        |               |
| BEVERAGE SERVICE                |    | 63.00        |               |
| MECHANICSBURG MEET EXPENSE      |    | 32.81        |               |
| CHRISTIANA MEET                 |    | 31.70        |               |
| CHRISTIANA DONUTS               |    | <u>24.37</u> |               |
| TOTAL EXPENSES                  |    |              | <u>705.06</u> |

ENDING CASH BALANCE - JUNE 30, 2017 \$ 1,530.44  
ALL UNRESTRICTED

RESPECTFULLY SUBMITTED,

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

AUGUST 2, 2017  
YORK, PENNSYLVANIA

## **Susquehanna Sidetracks**

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

1168 Caspian Drive  
York, Pa 17404