

Rochester Model Rails

Dedicated to Quality Model Railroading

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Civil War Diorama (Union Soldiers) at the Medina RR Museum, Medina, NY. Built by Dick Senges of Victor, NY.

Modeling an Interlocking Panel

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Modeling an Interlocking Panel - CP-SK (Selkirk, NY)

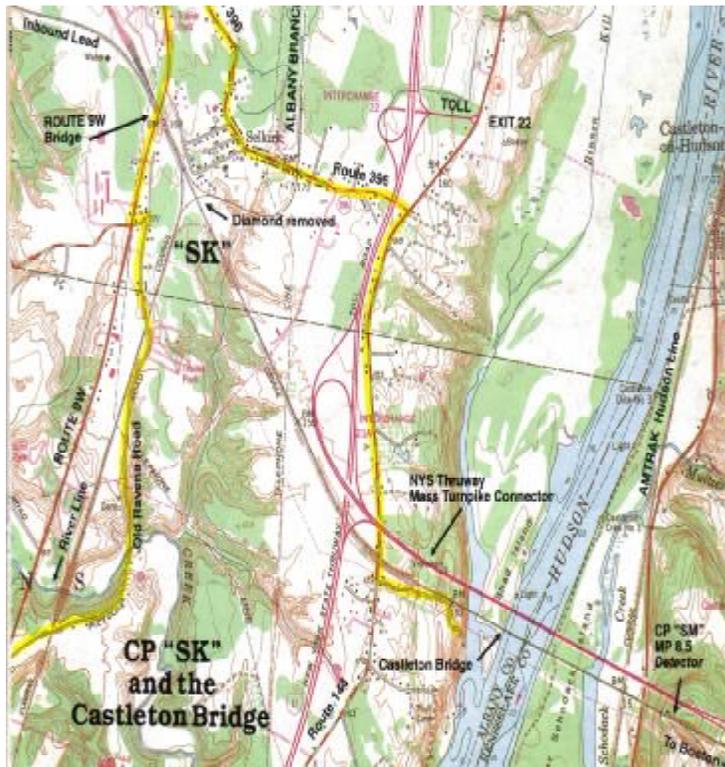
by Bill Carr

The Prototype

CP-SK is located at milepost 11.5 just East of Selkirk Yard along the Selkirk Branch adjacent to the town of Selkirk, NY. The Selkirk Branch is one of the heaviest 42 mile freight hauling lines in the North East. New York City, Boston, and Portland freight traffic to and from the West passes through Selkirk Yard and CP-SK.

The Selkirk Branch begins at Mile Post 129 on the Hudson River Line. It climbs the hill in an arc that bends from East to West on the East side of the Hudson River merging onto the Boston Main at Selkirk Branch Mile Post 8.5. It then traverses over Hudson River on the double-tracked Castleton River Bridge.

Four tracks and one Inbound Receiving Track connect Selkirk Yard to CP-SK from the West. The four Northern most tracks carry fast freight unit trains that by-pass the hump or carry outgoing hump-classified freight coming from the North Departure, South Departure, or Local Yard of Selkirk. The Inbound Receiving Track runs along the South edge of the South Departure Yard and jumps over the West end of the South Departure Yard.



This track then connects to the Receiving Yard via a single track that is split so that it may both skirt and dive under the Hump in Selkirk allowing inbound trains not to foul the humping action pushed up the hill from the receiving yard.

Merging into CP-SK from the South is the double track River Line from New Jersey. Also connecting to CP-SK from the North is a single track D&H line known as the Albany branch. This branch line predominantly handles the Port of Albany's container

freight traffic. The original design of CP-SK showed the Albany branch crossing three of the East – West tracks thus forming a diamond. This track continued South connecting to the River Line. This diamond has long since been removed.

Three of the four quadrants in this interlock have interchange tracks. The River Line's double main forms a double-tracked interchange in the Southwest quadrant. The River Line also connects to the double track Boston-bound main line in the Southeast quadrant. The third and final interchange track is formed between the Albany branch and one of the East-West lines running into Selkirk Yard.

Historical information and articles have not indicated if CP-SK hosted an actual tower. Today, the interlock is operated by the Hudson Dispatcher Desk for the Northeast Region and can easily be seen from the Route 396 bridge located just West of the village of Selkirk, New York.

General Modeling Description

I chose to model CP-SK as part of my overall Selkirk Yard Modular Railroad Project. The Tower Interlocking Panel displays the track schematic and contains turnout, signal, and traffic request levers to handle movements across the interlock between the 5 tracks from Selkirk yard and the 5 traffics leading to Northeast mainlines and the Albany Branch Line. The interlock consists of 32 switch motors, 62 blocks, and 64 signal heads. I chose to model two signal bridges that span 3 East-West Tracks to protect both sides of the diamond. In addition, I chose to include dual-headed exit signals to add modeling challenge and operational complexity.



To control the basic flow of traffic, I borrowed, and adapted, a technique from a fellow modeler called "traffic flow request/accept". This set of indicators, levers, and code buttons allows a small panel for the Selkirk Yard Master and a small panel for the Northeast Hudson Dispatcher to communicate to the CP-SK Tower operator on readiness or acceptance of train movements to/from CP-SK. There are corresponding indicators, rotary switches, and code buttons on the CP-SK Tower panel as well.

To conserve construction time and cost, I mounted the Dispatcher's Panel controls to the far right side of the Tower Panel. The Yard Master's Panel is a narrow self-contained panel currently attached to the far left side of the Tower Panel. It is removable and will eventually be attached to the large Yard Control Panel.

Operating the Tower Interlock

To send a train from the North Departure Yard through CP-SK and onto the Boston Main Track 2, the Selkirk Yard Master would place the N.DEP Signal Lever on the Yard Master Panel in the "Traffic Right" position and push the code button. This action would cause a yellow indicator light to start flashing on the track diagram in CP-SK Tower for

the North Departure Yard. This tells the Tower operator that the Yard is prepared to send out a train. The Tower operator would respond by placing the North Departure Rotary Switch in the Boston Main Line 2 position and press the code button. This second action would cause the flashing yellow to turn on solid, as well as light up “solid yellow” the Yard Master’s corresponding indicator. This simple two-way communications saves picking up a phone or radio handset.

The same procedure is required on the exiting side of CP-SK. The Tower operator would set the Boston Main Line 2 rotary selector switch to BL2 (Boston Main Line Track 2) and press the code button. This action would start a flashing yellow light on the Dispatcher’s panel. If the Dispatcher can accept the train, then the Dispatcher places the Boston Main Line 2 Signal Lever in the “Traffic Right” position and press the code button accepting the request to send a train into the Dispatcher’s territory.

The Tower operator would then align the various turnouts, pressing code buttons, and watching for trackside acknowledgement sent back to the Tower operator’s panel in the form of indicator lights. The last action required would be to place the diamond control signal lever for the proper track in the “Traffic Right” position and press the code button.

If all elements of the selected route are available, the Interlock function locks all elements used in the train movement, starts a route lock countdown timer, sets the entrance and exit signals to “green”, and turns on the “green” traffic position lights on the various traffic request levers and rotaries. As the trackside signals change, the Tower Panel displays signal aspects in the form of signal repeaters for any “not-stop” signal aspects. If the train never approaches CP-SK, the timer runs down to zero and releases, or unlocks, all the elements used for the train route, such as blocks, turnouts, signals, traffic request levers, etc.

As the train proceeds across the interlock the Tower operator watches block occupancy lights turn on, and then off. As signals are passed, they return to “STOP”. The Tower interlock mechanism (computer) unlocks the various locked elements as the blocks become unoccupied. The Tower operator may use the unlocked elements as soon as they become available for subsequent train movements. As many as four (4) simultaneous movements might use this junction.

Next Issue –Part II

Building the Tower Panel

You Can Take It With You

Designing and Building a “Transportable” Layout

by Ned Spiller

Introduction

Like most model railroaders, my main enjoyment of the hobby is building a layout. The layout gives me a place where I can display my trains and structures, and where I can enjoy operating. And like many model railroaders, my job required periodic transfers. But I am not like some model railroaders who can build a layout in a short period of time, and who enjoy the opportunity to start over every once in a while. I work really slowly, and I knew if I ever wanted to get a layout near completion, I would have to move it. I didn't want the limitations of a modular, or fully portable layout. I wanted a multi-level, fully scened layout that, with some work, could be moved. What I call “transportable”.

While living in New Hampshire between 1975 and 1986, I built the first version of the Danby Ludlow & Springfield Railroad, an HO scale railroad set in Vermont in 1954. This was a fairly small layout (7 x 11), and in all that time, I got the layout to the point where all of the track was in, and it was about 30% scened (I said I work slowly). When I received a promotion, which meant a move to Atlanta, I had to dismantle the layout. For me, this was a traumatic experience. When I started the new DL&S, I expected that I might be moving several times again in the future, so I decided that I wanted the layout to be movable. As it turned out, I was in Atlanta longer than I expected, 11 years, but I did finally get the chance to find out if my design worked when I transferred to Dallas in 1997.

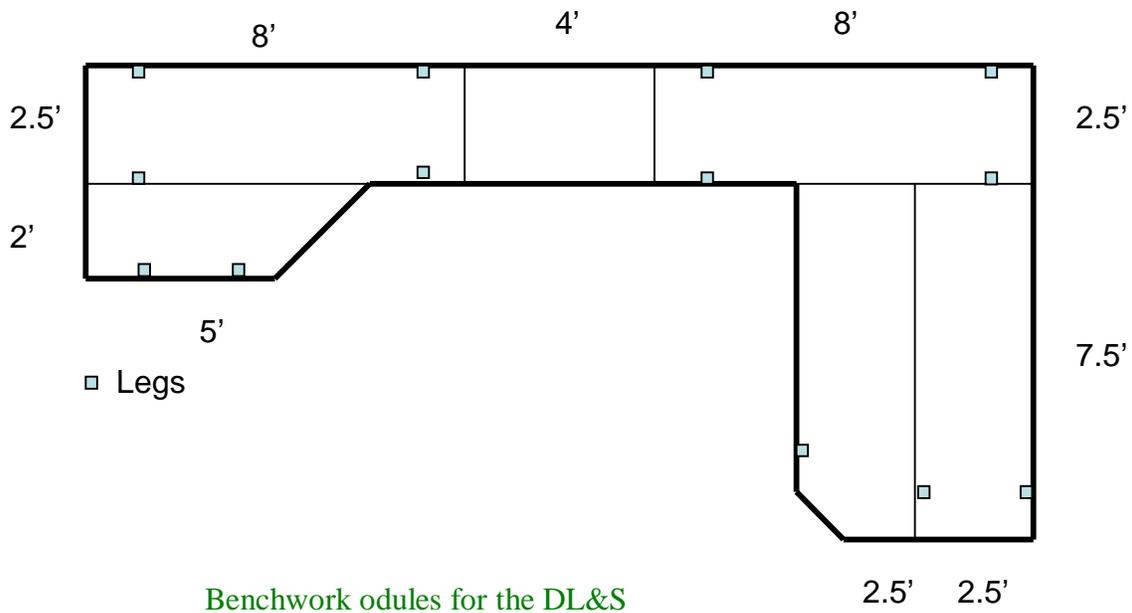
After I crated it up, my layout spent six months under a friend's house in Atlanta and two years in a friend's garage in Dallas before I was able to put it back together. In this article, I will describe how I designed and built my Danby Ludlow & Springfield model railroad to be “transportable”. I'll talk about how the layout survived its move: what worked and what didn't, and what changes I'll make the next time I relocate the layout.

Planning

The basic design factors for a transportable layout are the layout's size, type of benchwork, the electrical system and, to an extent, the track plan.

An important consideration when designing a layout that can be moved is the layout's size and shape. My available space in Atlanta allowed a layout 20' x 10'. I figured this was a good size that I could expect to finish some day, and that when I moved in the future, it would fit in half of a two-car garage if I did not have a basement. I also designed the track plan so that the layout could be re-configured if necessary, by adding a location where the layout could be expanded or bent to fit a different space.

The only way to transport a layout safely over a long distance, or to store it, is to put it in crates. When I designed the benchwork for the DL&S, I used an open grid framework, which became the base for the crates. Each section was no more than 2 1/2' by 8' – what I thought would be a manageable size. The open grid was made from 1x4s, and the individual modules were bolted together with carriage bolts. I made legs from 2x4s with 1x2s for diagonal bracing. All of the modules do not need legs on all four corners. Some of the modules hang on to the adjacent modules, and have just one or two, or even no legs.



I sized some of the modules in pairs – two 2.5' x 8' modules, and two 2.5' x 7.5' modules with the idea that I could crate the modules top to top – have two modules in one crate. But by the time I actually did move the layout, the modules were too heavy to double up due to the plaster scenery and my heavy switch machines (I'll talk about that later).

It is important to minimize the wiring that will go between modules. I use a DC power system, but fortunately, I had access to telephone system cables and connectors so I was able to make all my wiring plug together between modules. With DCC, a lot less wiring is required.

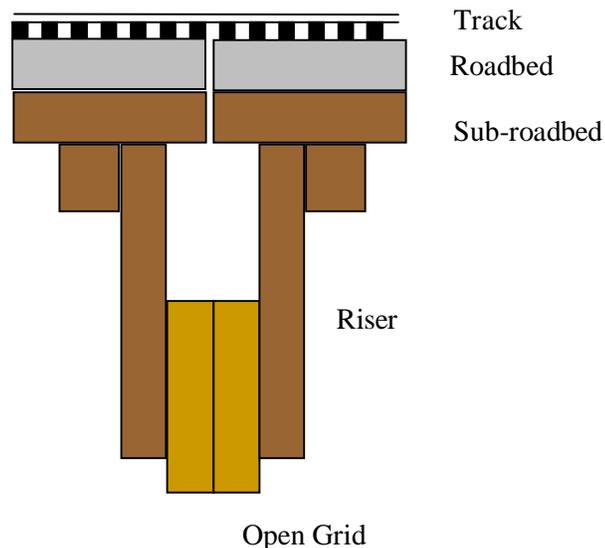
You also need to consider how you are going to separate and reconnect the track at the module joints. I tried to avoid placing turnouts over the joints, but some were necessary. Also, a way must be provided for separating and rejoining any underground track.

Construction

Once I built the open grid benchwork, I was able to start construction.

Roadbed

The sub-roadbed is ½" plywood on risers made from 1x4s or cut from plywood scraps. An important consideration for future crating is that nothing can hang below the bottom of the open grid since the bottom of the crate will be fastened directly to the bottom of the grid. The risers must be tall enough so that any switch machines, circuit boards, etc. will not come below the bottom of the grid. At each location where the sub-roadbed crossed a module joint, I put risers on both sides and was careful to make sure the roadbed was level across the gap. I make my roadbed by ripping ½" homosote on a table saw (outdoors!). I laid the roadbed across the gaps, then cut it across the joint before laying the track.



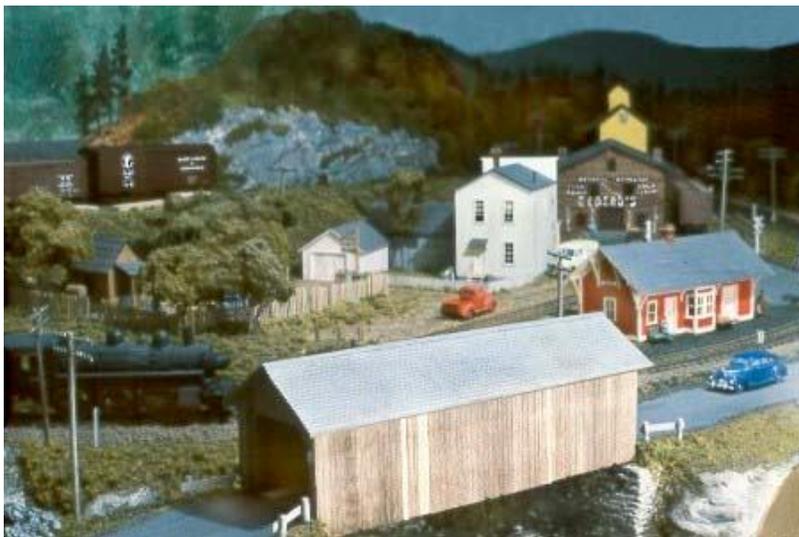
Track

Most of my track is flextrack. Where it would be accessible in the future, I laid the track across the gap in the roadbed. For my underground track, I cut rail joints and removed some of the adjacent ties so the rail joiners could be slid clear of the joint. I tried to avoid having turnouts over the joints, but some were necessary, including one hand-laid turnout.

Next Issue – Part II

Disassembly and Moving

Scenes from the Model Railroad of Ned Spiller



Plan *Before* You Build – Conclusion

by *Richard C. Roth*

- g.) What type of terrain is to be modeled, flat country, a cityscape, mountains, or again, a combination?

Terrain too controls the size of a layout. When terrain is mixed, sufficient transition space must be allowed for trains to move from one elevation to another without having grades that are too steep either for the locomotives to pull or for visual appeal. Once the train reaches an elevation, there should be some reason for it's being there such as picking up or dropping off cars or other work. Roller coasters are great fun at the amusement park, but are not usually found on class 1 railroads.

- h.) How many trains are to be running at a time?

A railroad where there is but one train operating at a time can be much smaller than one with two, three, or maybe 6 trains. Each train not only requires its own section of track to be occupied, but also requires a given territory within which to work to justify it being on the rails. When multiple trains are operating, facilities for passing must be provided. These will require space both in width and length on the layout and they must be situated so as to be convenient to the crew of each train as they operate. It does no good for a train to be at a point where it needs to run around its train to pick off a couple of the end cars when the nearest run-around is two towns or a scale 50-miles away.

One of the big mistakes made when planning for multiple train operation is to do the layout in such a manner that one train's movements restrict 1 to several others at the same time. Such situations usually mean that either the layout was ill planned, or there are too many trains operating.

- i.) What are the sizes of the structures to be used?

A shortcoming of many layouts is the use of structures. The track plan is so intense that it does not allow adequate positioning of trackside structures. An industry intended to have a rail dock is no good 75 feet away from the rails. Even structures such as stores, houses, churches and schools seem out of place when they have no walks or streets to provide access to them.

If existing structures are to be used, or kits are going to be purchased, measure them and draw their outlines on smaller pieces of paper then cut out the outlines. If a side is to be against the rails, draw a heavy red line on that side; sides to be against a street get a green line.

Layout all the buildings for the town first and move them around until everything is accommodated, streets, utility poles, walks, and even the important fences. Isn't that how most towns grew up, from one or two buildings into towns? It might even be reasonable to allow some room beyond the present boundaries for some future growth if a building boom were to occur. If we take a page from railroad history, most of the railroads grew by connecting towns to other towns. In between, smaller hamlets sprang up at points that were stops on the railroad. The railroads became the inducement for the growth. Sometimes a grain elevator, a store, a church and a few homes were built in close vicinity to a passenger or freight station. Other times the station remained the solitary sentinel during the steam era and the foundation or slab as the diesel era progressed.

One other habit of the railroads when planning routes was to protect crossings where necessary. Track in the outlying areas usually had crossings at grade level. Tracks in more bustling areas frequently were elevated to separate the grades so that the tracks either ran above or below the roads for safety. This means that railroads that were built through existing towns have more grade separations. Track was usually at ground level in towns that grew up around the tracks.

After you have your developed areas laid out, only then is it time to begin drawing in the track. Most times the railroads attempted to stay clear of town centers, preferring to remain on the outskirts. This was partially because the price of land was less, but also because it provided space for industries to spring up and take their places as new customers for the railroads.

Each of the above should be researched, well thought-out, and answered before even making the first pencil mark (CAD line) on the paper. If you are not sure of any of the answers, do not start cutting wood yet; you are not ready. The layout will probably develop in a way that will require major or many changes down the road.

Designing

After the completion of the planning stage, it is time to begin the first stage of design. Sketch out the proposed track plan on paper. Try to use a paper that will allow a convenient scale such as 1" to 6" or 1" to 12". Buy an 18" or 24" roll of white or brown wrapping paper at the local discount store. This provides sufficient space for most layouts if the scale is not too large. I like using 1 to 6 so that a 10' by 12' room is 20" x 24" on paper. If the layout is larger, tape several pieces of paper together.

Once the layout looks acceptable on paper, freehand drawn or CAD, it is time to give serious thought to doing what I call pre-modeling. Make kraft-board or foam-core stand-ins of the structures you are planning. They should be built to the scale of your drawings if possible. Scale them in all directions, length, width and height. Put them on the paper layout. Use ½” fabric binding tape from dime store to serve as the track. It is flexible, inexpensive and can be used over and over. It can even be color coded with felt-tip markers. Use clay to achieve the terrain and the roadbed where the track is to be elevated. Spend some time studying the scale layout. Look at it from the top and all sides to see if things are really what you want before building the real thing. This provides a good time to look critically at curves and grades to make sure they are not too sharp or steep. When all looks good, it is time to start work on the full-sized layout.

One other topic that should be covered here is the scope of planning. It is much better to plan a functional portion of a layout, build it, and get it running in a reasonable period of time than to spend too much time on a very large layout. Again, taking the lead from the railroads, build a section of track between two points that allow for serving customers and paying bills. Therefore, plan a large layout in blocks. The layout could be started as just a loop with a couple switches to industrial leads. In the next stage of construction, these could be lengthened and become links to the newer construction. In this sort of planning, the additions need not be completely planned at day-one in construction. They only need to have the outline there so that tracks that are common to the newer and the older are placed once and do not require major renovation when added later.

Detailing

One thing that I do always suggest to those using this sort of logical layout planning and building is to complete fully one section before moving on to the next. This includes roadbed, track, wiring, terrain, structures and all the scenery, ground, trees, and background. The fully finished portion of the layout provides two things to the modeler. First, it becomes an area of pride because the area is complete and can be viewed as a point of pride for the modeler. Secondly, it serves as a line in the sand that can show progress in modeling skills as the modeler moves ahead with the layout and learns new skills and perfects those already at hand. As such, it also serves as a stimulus in completing additional portions more quickly.

Transitioning

This is the act of moving forward with the building in blocks. It is the preparation in one section for something that is to follow in one to be attached at a later time. One important thing that is done frequently in preparation for an addition down the road is to prepare for a switch by placing a short section of track at the location of the proposed switch. When the time comes to make the addition, all that need be done then is to remove the short section and install the switch in its place. In this way, there is no need to disrupt track that is already in place and probably all ballasted. Even some structure could be placed so that they are hiding elements of proposed expansion. Their replacement or repositioning is all that is required to continue with the new area. Plan once, build once, and enjoy often. It's a lot more fun.

Sociology of Model Railroading

Part 3 - Train Shows

(Abridged Edition)

by John Bruce

Train shows differ from swap meets chiefly in that the organizer specializes in conducting such shows, they take place in an established venue such as a county fairgrounds facility or convention hall, and there is always an admission charge. One well-known organizer is the *Great American Train Show*. Another is the *Great Scale Model Train Show*, well known in the hobby as the "Timonium Show" or the "Howard Zane Show" after one of the organizers. The organizer of such shows imposes higher fees and slightly higher standards on the vendors than are found at swap meets, keeping marginal participants out, and there is a greater effort to enforce sales tax laws.

However, many swap meet vendors also sell at train shows. Part of their business model is to acquire stock at putatively low prices at swap meets, then sell it at higher prices at train shows -- but as we've seen, prices at swap meets are already quickly bid up to the sales-resistance level due to the bubble mentality of these same dealers. As a result, it's common to see outdated, imperfect, or used merchandise and remnants on sale at train shows for prices several dollars above what you would pay for equivalent new items at a hobby shop. The presence of essentially un-sellable non-model railroad junk toy items, noted at swap meets, is also a problem at train shows.

In addition to the admission charge for such shows, there's usually also a substantial parking charge, so that the full cost of admission to the show isn't trivial, and that cost must also be added to the cost of any merchandise acquired there. This total is likely to be significantly more than the cost of shipping paid to a discount web or mail-order vendor, or the sales tax paid at a hobby shop. Consumers who buy merchandise at train shows without being well informed on prices risk a real fleecing.

In fairness, there are several very reputable vendors who do most of their business at train shows, though they sell important niche items like historical photographs that don't correspond to what's sold at swap meets. In addition, a few shows, like the winter show at Springfield, MA, rival industry trade shows in importance, and are key regional venues for hobby suppliers to announce or display new products. The great majority of shows and vendors, however, do not approach these levels of quality.

Train shows add one attraction that isn't normally found at swap meets, modular railroad layouts. These layouts are assembled from interoperable modules built by individual members of clubs and normally kept in storage. Several times a year, the pieces are assembled into an operating layout and displayed to the public in venues like malls or train shows. Key limiting factors for such layouts are the size of the individual modules, which must be small enough to be moved in vans or small trucks, and the restrictions on complexity, scenery, and detail that stem from the need to handle the modules extensively, as well as the need to set up and take down the layouts in a short period of time. This means that a modular layout won't have features that would allow a permanent layout to show what the hobby can accomplish in its best light.

Added to these restrictions is the problem most clubs face, the need to accommodate tactfully the varying skill levels of the members. Most modules will be completed to an average level of quality; some number will be less competently done, with scenery consisting of features like dusty plastic dinosaurs. The overall effect of a few well-done modules, with most ranging from mediocre to horrible, is not inspiring.

Again, in fairness, there is a small number of modular layouts completed to a uniform high standard that can be found at a few train shows, but their presence at a given show is a highly touted event, and the great majority of layouts at such shows does not remotely approach such standards.

A friend recently attended a train show and, calculating the trouble he took to get to the show, as well as the cost of parking and admission, and comparing that to the low quality, limited variety, and high prices of the merchandise, the poor quality of the modular layouts on display, and the generally depressing atmosphere of futility caused by the profusion of un-sellable junk, resolved not to attend such shows in the future, and wrote the organizer a letter to that effect. My friend hasn't reported a reply to his letter, and I imagine the organizer ignored it as the rantings of an isolated disgruntled person. But my friend, an accountant, was making a rational decision based on an evaluation of pros and cons, the sort of decision other intelligent people can be expected to make.

The problem for the hobby is that a show that's generating some kind of an income for its organizers, but which casts model railroaders in a poor light by featuring mediocre layouts, overpriced merchandise, and a depressing atmosphere, is perpetuating the kind of feckless stereotype we in general want to avoid. There is a conflict for the hobby's overall good if a show organizer admits every vendor who will pay her fee and meet her very minimal standards, yet those vendors put the hobby in a poor light by, for instance, displaying broken GI Joe paraphernalia and the like, creating an overall sense of cheapness.

Add to that the fact that, for informed consumers, attendance at a typical train show may not be an economically rational decision, and the issue arises that the purpose of such shows is to cater to the uninformed and indiscriminating -- in other words, to suckers. This is an issue the hobby's leaders and visionaries need to address, an essentially political problem not much different from the one community leaders face if some residents, by misuse of their property, damage the community as a whole. We as hobbyists have a right to expect proactive leadership on issues like this from those who represent themselves to us as leaders.

Next Issue – Part 4 –
E-mail and Forums

**John Bruce's
Model Railroad**

*Los Feliz and
North Western Railroad*

www.trainweb.org/lnwfan





Ask Doctor Dick (The Scenery Doctor)

OCRR@frontiernet.net

Jim writes:

I am a beginning model railroader and wondering what are some can't-do-without tools useful in model railroading.

Doc:

I am glad you asked as every model railroader has his favorite tools as do I.

Exacto Knife with # 11 Blade

The one tool that a model railroader can not do without is a good fine point cutting knife. Most folks use the *Exacto* Tool with a # 11 blade. This works just fine and the blades can be purchased in packs of 100 for about \$11 – 13 dollars. A “*must*” tool for the modeler.

Scale Rule

One of the handiest tools is the scale rule. This is a metal rule with many scales on the tool such as HO, O, and N scale. It is great for measuring in your scale and can also be used for a straight edge.

Pin Vice

For drilling those small holes a pin vice is just the thing. Along with this tool a good set of small drill bits is essential.

Dial Caliper

I have found that a dial caliper is a very useful tool especially in measuring scale lumber. And also for measuring a specific space or dimension before cutting scale lumber to fit. Buy a good one, take care of it, and it will last you a lifetime.

Dremel Tool

I have had several of these over the years and the one I like the best and I use the most is the small battery operated one by *Dremel*, the *MiniMite*, *Model 750*. It has very low torque and two speeds. I have two and use one with a cut off disk and one with a brass brush. It comes with a battery charger and is a very useful tool.

Mini Cut-Off Saw

I just purchased this last year a wish I bought one 30 years ago. I reviewed this in the November 2004 issue of the *Rochester Model Rails*. The model I purchased was from *Harbor Freight*.

Doctor Dick - The Scenery Doctor Series of Articles

Go to: www.trainweb.org/rmr and review the old issues of the *RMR* for these articles.

For past issues of the
*Rochester
 Model Rails*
 go to
www.trainweb.org/rmr

Future 2005 Articles

Lehigh Valley Shanty, Fish Creek, NY

Leo Adamski's MARY - LAND RR

*Bath and Hammondsport RR -
 Modeling Keuka Lake*

B R & P Crew Shanty

Modeling a Civil War Railroad and Battle Scene

Don't Forget to Visit
www.railroadmuseum.net



Coming Next Month....

Sociology of Model Railroading
Part 4 - E-mail Groups

Lehigh Valley Shanty, Fish Creek, NY

You Can Take It With You - Part II

Ask Doctor Dick - the Scenery Doctor

Modeling an Interlocking Panel

Rochester Model Rails

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Recommended Train Events for 2005

Updated 6-25-05

July 2-3	Galeton, PA – Bark Peeler's Convention, The Pennsylvania Lumber Museum
July 8 – August 27th	Rush, NY – Saturdays – NY Museum of Transportation, 6393 East River Road, noon to 5:00pm. View the railroad museum with its HO scale model railroad and take a rack car ride to the Rochester and Genesee Valley Railroad Museum for one low price. www.rochnrhs.org www.nymtmuseum.org
July 17	Rush, NY – Casey Jones Day, NY Museum of Transportation, 6393 East River Road
July 26	Chicago, IL – 21 st National Garden Railway Convention, www.21ngrc.com
July 31	Rush, NY – Construction Equipment day, NY Museum of Transportation, 6393 East River Road
August 6	Ontario, NY - Tail Gate Train Sale @ Mill Side Trains, 783 Ridge Road, 10am – 2pm
August 11 – 14	Canandaigua, NY – <i>Pageant of Steam</i> , www.pageantofsteam.org
August 13	Gananoque, Ontario, Canada – Thousand Islands Model Railroad Show
August 20 –21	Medina, NY – 100 th NYC Freight, Depot Anniversary, train rides and Celebration
August 20 – 21	Rush, NY – <i>Diesel Days</i> – NY Museum of Transportation, 6393 East River Road. View both museums and the track cars, locomotives, and cabooses all day.
August 31 – 3	Dearborn, MI – 25 th National Narrow Gauge Convention – Silver Anniversary
September 10	Holley, NY – Ridge Road Station - Train Races
September 15	Rochester NY – NRHS meeting, " <i>American Orient Ltd.</i> "
October 9	Rush, NY – RIT Day at the New York Museum of Transportation
October 13	Rochester, NY – NRHS Meeting, Forty & Eight Club, University Ave., " <i>New York's Bridges</i> " – Jim Stewart
October 15 – 16	Bowmanville, Ontario, Canada – Model Railroad Show, Bowmanville High School
October 16	Rochester, NY – RIT Model, RR Club Fall Train Show
November 5-6	Syracuse, NY - Train Show at NY Fairgrounds
November 13	Batavia, NY – Batavia Train Show/Sale - Batavia Downs
November 17	Rochester, NY – NRHS meeting, Forty & Eight Club, University Ave., Rochester Transportation – Donovan Shilling
November 31	Syracuse, NY – 31 st Annual CNY Train Fair, NYS Fairgrounds
December 15	Rochester, NY - NRHS meeting, "Williamsport, PA in the Late Steam Era" – Bill Bigler