

# Rochester Model Rails

DEDICATED TO QUALITY MODEL RAILROADING IN UPSTATE NEW YORK

VOL. 1, NO. 4

ROCHESTER, N.Y.

DECEMBER 2002



**INSIDE THIS MONTH:  
LSD Holds Fall Meet at NRHS  
PRR Cabin Car Classes  
A Grass Planting Tool  
Oil Creek Rail Road Expands  
What I Did For Fun This Summer**

**ABOVE:** A Conrail unit and R&IT SD40-2 #7698 are seen at rest in the old engine house at East Rochester. Just to the left is the R&IT's home-made sanding facility, kitbashed from an old cement hopper. This scene was located on the RIT Model Railroad Club layout before the engine terminal was expanded earlier this year.

## The Rochester & Irondequoit Terminal Railroad: Part II

By OTTO M. VONDRAK/Photos by the author

*[Our visit to the club layout at RIT began in the previous issue of RMR. –Ed.]* Our layout is like the proverbial horse designed by committee. Input was gathered from all sides, and soon we emerged with a plan, ranging from simple to the overly complex. If you visited the club room during the early construction phases, you would witness the construction of a roadbed that seemed to resemble a local interstate highway interchange. The mainline consists of three different levels, each climbing to reach the next. Ruling grade is somewhere between 1 and 1.5%. Our initial design had a train traveling from a lower level reverse loop (Syracuse), climb three laps of the railroad to an upper level loop (Buffalo).

I'm sure John Allen was looking down upon us and smiling. With the multiple levels, constant grades, and need for high bridges, it had potential to become a "gory" sight indeed. It would be up to the visual trickery of the Scenery Department to deceive the public. Two passes of the mainline are actually hidden under High Falls, while other parts of the main are cleverly hidden with tunnels and bridges. To the casual observer, it appears that the train is only *(CONTINUED ON PAGE 4)*

## Model Railroading Contacts

### NMRA - Niagara Frontier Region

*In the United States the NFR serves parts of Western New York State and a strip of Pennsylvania (from Erie, PA north along the New York State Border).* (<http://www.drgwrr.com/nfr/>)

**President:** Richard Roth

P.O. Box 309, Waterford, PA 16441-0309  
[814] 796-0133 (edinmetr@stargate.net)

**Trustee:** Clark Kooning

6989 Glory Ct., Mississauga, Ont. Canada LSN 7E2  
[905] 824-6247 (NFRT@hq.nmra.org)

**Achievement Program Coordinator:** Peter Nesbitt  
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**NER Webmaster:**

Lex Parker, MMR  
(lex@drgrwrr.com)

#### Lakeshores Division (LSD)

*In New York - Cayuga, Genesee, Livingston, Monroe, Ontario, Orleans, Stuben, Seneca, Wayne, Wyoming, & Yates counties.*

**Superintendent:**

David B. Mitchell  
(dbmitch@frontiernet.net)

#### Southern Tier Division (STD)

*In New York - Schuyler, Chemung, Tompkins, Cortland, Tioga, and Broome counties.*

**International Division (ID)** (<http://www.drgwrr.com/id/>)

*In New York - Erie & Niagara Counties*

ID Webmaster: Lex Parker (lex@drgrwrr.com)

#### Allegheny Highlands Division (AHD)

*In New York - Allegheny, Cattaraugus, Chautauqua counties.*

*In Pennsylvania - McKean, Warren, Erie, Crawford, and Potter counties.*

**Superintendent:**

Dave Shaw  
2184 4<sup>th</sup> Ave., Cottage Park, Lakewood, NY 14750  
[716] 763-6211

### NMRA - Northeastern Region

(<http://pages.ctime.net/kenmay/NERHOME.HTML>)

**President:**

Glenn Glasstetter  
655 Hillview Rd.  
Richmond, VT 05477  
[802] 434-3316  
(NERPREZ@hq.nmra.org)

**Tustee:**

Stan Ames  
8 Higate Rd.  
Chelmsford, MA 01824  
[978] 256-3062  
(NERT@hq.nmra.org)

*The Central New York Division serves NER members living in the Central part of New York State east of Syracuse. The CNY Division holds regular meetings about every six weeks at a location within the Central New York area. These meetings are announced in the Division newsletter Red Markers, and on the CNY Division Website "When & Where" page:*

(<http://www.cnymra.org/>).

**Superintendent:**

Donald K. Andrews  
454 Stone St., Oneida, NY 13421  
[315] 363-8403

#### Edgerton Model Train Exhibit

41 Backus St., Rochester, N.Y. – [585] 428-6769  
Ongoing tours, September through June:  
Tuesdays 7-8 p.m. & Sundays 1-2:30 p.m.  
Contact: Bill Spanarelli [585] 321-3802  
(kathys@loconet.com)

#### Genesee G Gauge Railway Society

Contact ([PRRTrainman@cs.com](mailto:PRRTrainman@cs.com))

#### Genesee & Ontario Model-N-Gineers

Contact: Fred Enrich, Chief Engineer  
105 Little Creek Circle  
Greece, NY 14616-1538 [585] 621-1542  
(<http://www.ggw.org/gno>)

#### Genesee Society of Model Engineers

P.O. Box 75  
Oakfield, NY  
Contact: Mike Pyszczyk (pyzek@iinc.com)

#### Medina Railroad Museum

530 West Ave., Medina, NY – [585] 798-6106  
Contact: Hugh James at (rrmesuem@wnyisp.com)

#### National Railway Historical Society, Rochester Chapter

Rochester, NY  
(<http://www.rochnrhs.org/>)  
Contact: Rochester & Genesee Valley Railroad Museum  
Industry, NY  
(<http://www.rgvrrm.mus.ny.us>)

#### New York Museum of Transportation

6393 East River Rd., Rush, N.Y. – [585] 533-1113  
P.O. Box 136  
West Henrietta, NY 14586  
(<http://www.nymtmuseum.org/>)  
Contact: Jim Dierks

#### RIT Model Railroad Club

127 Lomb Memorial Drive  
(Student-Alumni Union Bldg. Room A-420)  
Rochester, NY 14623-5608  
[585] 475-2227  
(<http://www.ritmrc.org>)  
Contact: Mike Roque, President:  
([president@ritmrc.org](mailto:president@ritmrc.org))

#### Rochester Model Railroad Club

Rochester, NY  
Contact: Peter Darling (peter.darling@att.net)

#### Rochester Area S Gaugers

[www.trainweb.org/rasg](http://www.trainweb.org/rasg)  
Contact Charlie Smith (AF) at 381-7474 or  
Mike Shea (scale, trolley, and narrow gauge  
modeling) at 865-4978  
Information on the national S scale convention  
can be found by visiting the National Association  
of S Gaugers at [www.nasg.org](http://www.nasg.org)

## LSD Holds Fall Meet at NRHS

The National Model Railroad Association – Niagara Frontier Region - Lakeshores Division - held their Fall Meet at the National Railway Historical Society's station and museum in Industry, NY on Route 251 on September 14, 2002. About 50 folks attended the Meet.

The morning activities consisted of rail car rides to the Museum of Transportation and also rides on a real 1:1 scale diesel engine # 1843 – see picture below. The folks also toured the new restoration building where much work is being done on old engines and cars such as the only existing Rochester Subway car #60.

Awards were presented including the NMRA Achievement Program Master Builder – Scenery and Master Builder – Structures to Dick Senges.

Five layouts were on tour in the afternoon including the “last run” of a great layout of the late Walt Peter of Penfield, NY.

All had a good time and look forward to the LSD Spring 2003 Meet in Auburn, NY, on April 12 at the Cayuga Model Railroad Club, 3 Genesee Street, Auburn, NY. The Spring Meet will include three clinics in the am and five layout tours in the pm.



**ABOVE:** Posing on US Army #1843, a Fairbanks-Morse engine that formerly worked at the Seneca Army Depot near Ithaca, New York. This engine operates regularly at the Rochester & Genesee Valley Railroad Museum throughout the spring and summer months.

## Model Railroading Contacts

*(Continued from Page 2)*

### Toy Train Collectors Society

Rochester, NY

### Toy Train Operating Society

Contact: Norb Dewolf, 4516 State Rd. 14  
Sodus, NY 14551-9525 – [315]-483-6715

### Tuesday Night Gang

Rochester, NY

Contact: Lou Nost (louis.nost@usa.xerox.com)

Contact: John Klahn (john.klahn@excellus.com)

Meets every Tuesday night – round robin.

### Western New York Model Steam & Gas Engine Assn.

Contact: Karl Stilson, WNYMS&GEA,  
238 Avis St. Rochester, N.Y. 14615-3302  
(585) 458-6826

### Williamson Model Railroad Club

Williamson, NY

Contact: Bob Lootens (RAL@FLTG.net)

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### Web Site

**www.trainweb.org/rmr**

## Rochester & Irondequoit Terminal Railroad: part II— *(continued from Page 1)*

passing through each scene once. Careful consideration to scenic "view blocks" allows trains to be photographed without seeing the rest of the layout in the background!

Excited by the prospect of having an operational railroad in time to celebrate the anniversary of Conrail's start-up, we set to work immediately. Railroad construction progressed through 1997, to the point where the "Charlotte Runner" and the Goodman Street Yard were operational. Bare plywood and all, we held our first open house on April 1, 1997. Encouraged by the rapid progress, the seasonal open houses would become another RITMRC tradition.

By the end of 1998, most of the mainline leading up to the third level was complete. Scenery was minimal, but we were able to run trains from the Syracuse loop to the Buffalo loop, essentially completing the mainline. We hosted RIT President Al Simone and his family for a special holiday open house. They came away genuinely impressed, and the President thanked us for the special tour.

Today, the R&IT continues to grow. Construction of two new staging yards in the back room has allowed us to expand our operations even further. Our conversion to Digital Command Control (using products and support from NCE) in 2001 has made running trains easier, and more efficient. We have much to look forward to, and our progress is even more amazing when you look back to our beginnings: a humble 4x8 layout in the dorms.

The RIT Model Railroad Club meets every Tuesday at 7:00 pm in Room A-420, located in the basement level of the Student Union. Visitors are always welcome (please call us in advance, (585) 475-2227)! For more information and photos, please visit our web site, <http://www.ritmrc.org>.



**ABOVE LEFT:** Visitors crowd into the club room during an Open House. **ABOVE RIGHT:** A Conrail B23-7 pulls a gondola through the old Rochester Subway. Scenery is the responsibility of Otto Vondrak and his crew. **BELOW LEFT:** R&IT 7412 rests outside of the engine house in East Rochester. The GP9 was painted and detailed by Mike Smith. **BELOW RIGHT:** A Penn Central switcher tugs on boxcars on the lakefront. This scene is on our portable "Sawdust Central" HO layout that we take to shows. The switcher was painted and detailed by club member Joe Werner.



## Tuesday Night Gang starts new season

*By Dick Senges*

The Tuesday Night Gang of local model railroaders started their fall season on Tuesday, September 10<sup>th</sup>. They have adopted a new format where the layout host will prepare a 10–30 minute clinic on his favorite model railroad topic. The host is also asked to provide a handout of critical clinic information.

The first session went well at Dick Senges' Oil Creek Rail Road in Victor where he gave a live clinic on "Groundcover". This fall, Leo Adamski of Penfield gave a clinic on how he built a model of the Victor, NY, feed mill. Leo later entered this model in the NMRA Syracuse Regional Meet and won second place. Keep up the great work Leo!

Matt Kovacic of Fairport and the Oregon View Railroad gave a nice clinic recently on constructing scenery base using foam. He also gave a second clinic on the installation of rock castings and the coloring of the rocks. Dave Thompson of Henrietta and the Denver & Rio Grande Western Railroad gave a great talk on the basics of photography. (See Dave's **Photo Tips** elsewhere in this issue!)

Future clinics are expected to cover model railroad topics such as electronics, track planning, motive power, scenery, DCC, and adding environmental sound modules to your layout. The TNG meets each Tuesday night.

## RMR gets new web master and web site

The Rochester Model Rails has a new Web Master - Ted Larson. Ted is an active member of a local S scale model railroad club and an occasional attendee of the local NMRA meets. Through Ted's efforts the RMR now has its own web site. The site is: [www.trainweb.org/rmr](http://www.trainweb.org/rmr) Ted - keep up the great work!

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## Local model railroader installs environmental and industrial sounds

*By Dick Senges*

A fairly new development in model railroading is installing environmental and industrial sounds on your layout. I had seen these sound modules at Lex Parker's layout in Canada and also at the National Narrow Gauge Convention in RI. These sound modules add another dimension to your layout making it come alive.

There are a few manufacturers on the market, but I chose Innovative Train Technology Company (I. T. T. C.) owned by George Solovay of West Hills, California. I consulted with George a number of times and he was very helpful. He even made some custom sounds for my layout such as oil rigs, horses and wagons and a coal mine.

To hear the I.T.T.C sounds, see the web site: <http://www.ittsound.com>



# PRR Cabin Car Classes



By Jack Matsic

Year Introduced	Cabin Class	Descriptive Information	Builder	Quantity Built
1872	NA	Wood car, wood underframe, 3 side windows (later cars no center window), 1 foot narrower than other classes, centered cupola, single 4 wheel truck.	Lines East, Lines West	Unknown
1890	NB	Same as class NA but 1 foot wider body with 2 side windows, 2 foot longer cupola.	Lines East, Lines West	Unknown
1893	NC	Same as class NB but 3 foot longer body.	Lines East, Lines West	Unknown
1902	NE	Wood car, wood underframe, centered wide styled cupola (wide vision), single 4 wheel truck.	Lines West (PFtW&C Ry)	Unknown
1902	NEa	Same as class NE but with centered narrow styled cupola (slanted sides with high round roof), offset smokestack (crooked bends).	Lines West (PCC&StL RR)	Unknown
1903	ND	Wood car, steel underframe, centered cupola, last single 4 wheel truck designed.	Lines East	Unknown - (4 left on 1957 PRR roster: 476039, 476087, 476419, 476460)
1914	N5	Steel car, off-centered cupola (12_"), K-brake system & brake levers, archbar trucks with leaf springs, small toolboxes under body (both sides), smokestack near end of car body (later upgraded to AB-brake system & Ajax brake wheel, cast large single coil trucks, collision posts with new end sills, smokestack moved near cupola, removed toolboxes).	Lines East	Unknown - (616 left on PRR 1957 roster: See Note 2)
1914	N6a	Wood car, steel underframe, centered wide styled cupola (wide vision), archbar trucks with leaf springs.	Lines West (PFtW&C RR)	See Note 1.

1914	N6b	Same as class N6a but with offset or centered narrow styled cupola (slanted sides with high round roof), archbar trucks with leaf springs. Centered cupola 5" longer than offset cupola.	Lines West (PCC&StL Ry)	See Note 1.
1915	N4	Same as class NDa but 3 foot longer body and archbar trucks with leaf springs.	Lines East	1-of-a-kind. 488251 (1915), renumbered 475289 (1920), renumbered 492415 (1966 in MofW)
1916	NDa	Same as class ND but steel underframe modified to accommodate archbar trucks with leaf springs, smaller toolbox and steps moved closer to end of car platforms.	Lines East	Unknown (1 left on 1957 PRR roster: 479815)
1937	N5a	Same as class N5 (rebuilt from class N5), with a Duryea spring cushion underframe, cast large single coil trucks.	PRR	Unknown (4 left on 1957 PRR roster: 477110, 477267, 477292, 477587)
1941	N5b	Same as class N5 (built new), handrails at ends of body extended up higher, window frames were narrower, had trust plates, collision posts, cast steel large single coil trucks.	PRR	200 (477620-477819)
1942	N5c	Steel car (built new), round side and end windows, centered large streamlined cupola, lower belt rail, no vertical butt strip, collision posts, cast steel large single coil trucks.	PRR	200 (477820-478019)
194?	N5d	Same as class N5 (rebuilt from class N5) with a sliding sill underframe, collision posts, cast steel large single coil trucks.	PRR	1-of-a-kind. 477184
1943	NX23	Rebuilt from class X23 box cars (war emergency cabins), outside braced single sheathed, round windows, no end platforms, bay windows, no cupola.	PRR	Unknown – (12 left on PRR 1957 roster in MofW service: 478520-478575)
1945	N5e	Steel car similar to class N5 (rebuilt from class N5), no belt rail, off-center (12") small streamlined cupola, 4 square windows (2 pair per side), collision posts, cast	PRR	1-of-a-kind. 477594

194?	N5f	steel large single coil trucks. Same as class N5 (rebuilt from class N5) but with larger tool box, collision posts, cast steel large single coil trucks.	PRR	Unknown – (8 left on PRR 1957 roster: 477150, 477217, 477227, 477335, 477439, 477457, 478503, 479701)
1950	N8	Steel car (built new), centered small streamlined cupola, side projections from body with handrails on platforms, collision posts, Barber-Bettendorf with leaf springs trucks.	PRR	200 (199 left on PRR 1957 roster 478020-478219)

**Note 1** – Class N6a was converted to class N6b from 1920-1949 by changing cupolas.

<b>PRR rosters</b>	<u><b>1927</b></u>	<u><b>1941</b></u>	<u><b>1957</b></u>
<b>N6a</b>	799	468	1
<b>N6b</b>	346	600	867
<b>Total Cars</b>	1145	1068	868

**Note 2**

<b>PRR roster</b>	<u><b>1957</b></u>
476993-477619	571
478501-478519	17
478876-478888	13
479702-479717	15
<b>Total Cars</b>	616



PRR GP30 #2233 and PRR N 8 cabin car #478044 pose in front of the Sunbury station. This locomotive was being prepared for shipment to the Pennsylvania State Railroad Museum at Strasburg, PA in 1998 for preservation. Photo by Scott Brouse.



# A Grass Planting Tool

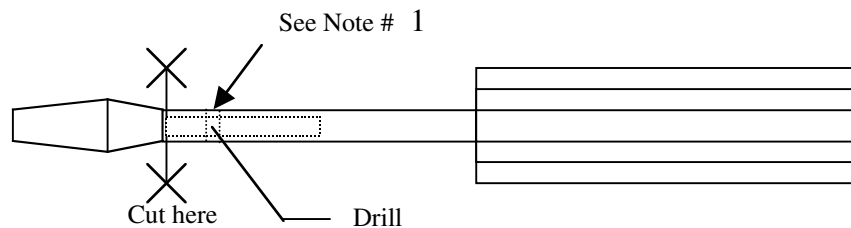
by *Richard Roth*

Planting grass fibers can be very tedious and boring. It is time consuming and often difficult to get the fibers properly seated to look realistic. One method that I have found workable is to use a planting tool to get the fibers buried. The planting tool is nothing more than a **cheap screwdriver** and a needle. I like the screwdriver because I can select one with a handle that is comfortable for my hands. This in itself makes the job much less distasteful and therefore will probably result in more grass being planted therefore a better looking layout.

The tool consists of the screwdriver with the blade cut off and a hole drilled into the shaft (see below). A needle with both ends cut off (see figure at bottom) is inserted into the handle and secured. There are several methods that can be used for securing the needle in the screwdriver; a set screw if you would like to make changing easy and solder if you want something more permanent. I opt for solder because it makes a slightly firmer tool.

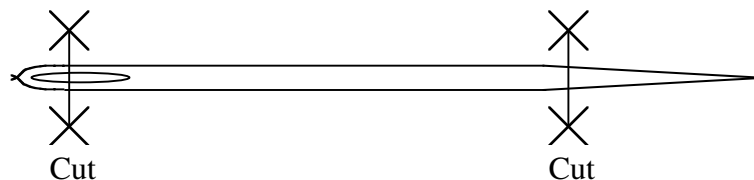
## Building the Planting Tool

Preparing the screwdriver requires that the blade be cut off as shown. Next, drill a hole into the end of the shaft to a depth of  $\frac{1}{8}$  to  $\frac{1}{4}$  inch. Make the diameter of the drilled hole just slightly larger than the needles to be used to reduce the possibility of needle misalignment in use. This will serve as the receptacle for the needle once it is modified.



You will note that I suggested using **cheap screwdrivers**. There is a method to my madness on this issue. The very cheap tools are made of relatively soft metal. They are therefore easier to cut and drill.

Note # 1 – If you would like to be able to make quick changes, cross drill a hole through the shaft and thread it for a small set screw. Be aware that drilling in this manner will weaken the shaft a bit.



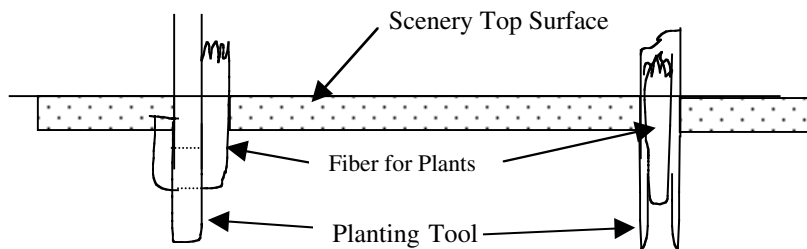
## A Grass Planting Tool

Preparing the needle requires that the needle be cut off at two locations. A small cutting disk in a *Dremel* tool works well. Remember to hold the needle with pliers because it is going to heat up quickly. Keep in mind too that the cut ends may fly. I like to stick the waste portion to be cut off onto a piece of tape before cutting to reduce the possibility of its flying off where it cannot be found. One cut is made just above the point at which the angle of the point runs out and the other near the top of the "eye" at a location where the side walls have not begun to taper in.

Completing the tool is accomplished by inserting the end from which the point was cut into the hole of the handle. Either solder it into position or turn the set screw down to secure it and the tool is ready for use.

### Using the Planting Tool

To use the planting tool, simply twist a small bunch of fibers and slide it into the slotted end. Have more of the fiber on one side of the needle. This will be the anchor. Press the tool with the fiber into the scenery surface. If the top surface is very hard, it may be necessary to use another tool with just the point end of a similar size needle to make a starting hole or even drill very small holes. Press the tool into the scenery surface to a depth that allows the tail or anchor end of the fibers to be pushed below the scenery surface. This aids in locking the fibers into the surface. If desired, a drop of glue can be placed at the insertion point before the loaded tool is inserted. When it dries it will anchor the fiber permanently.



I prefer to refrain from using the glue where possible because it allows some adjustment later if you want to fluff it up or press some of the bundle deeper with a smaller diameter tool to shorten some of the fiber.

This method allows easy mixing of fiber lengths and colors in the same tuft being planted to simulate such things as mixes of plant types, spikes of blooms, or other variations seen in nature. This method also allows making plantings of very small tufts (use a smaller diameter needle) to simulate fields planted in wheat, oats or other crops planted in rows. Some taller fibers of a different color could be added to make very acceptable weeds accompanying the desired planting. Varying the texture of the fiber can also be used to simulate different plants. One friend of mine uses a green fiber that has a bit of width to it. To this he adds some coarse round green fibers topped with a bit of brown paint to simulate cat tails. These are planted along the water's edge or in low swampy areas.

I have a collection of about 15 tools currently and about 5 or 6 handles with the blades cut off but not yet drilled. Some of the 15 have needles of the same diameter so that when one does break I hopefully have another standing by on the ready. The ones not yet drilled can be used when a different size is needed or some special variation is wanted. Experiment and you too can have fun planting your layout.

## Photo Tips

by Dave Thompson

Do you manage your film speed? Film speed or ASA (ISO) is a numbering system that indicates how sensitive a film is to light. When changing from ASA 64 to ASA 125 the film is twice as sensitive. Changing from ASA 800 to ASA 400 reduces the sensitivity by one half. The same reciprocity effect occurs when changing shutter speeds and F-stops, but we have the added advantage of selecting depth of field and control of subject action.

If you want a large depth of field and a fast shutter speed to stop the action use a faster film. A slower speed film can be used to show motion in the subject and reduce the depth of field. Many combinations of F-stops, shutter speed and film speed can be used to your advantage if you plan ahead.

## "What I Did for Fun This Summer"

by Dave Thompson

Being a model railroader at heart, one has to include some train activities while enjoying the outdoors in summer. I didn't do the usual retirement thing -- travel to some far away attraction to ride trains. Instead time was spent with the T N G (Tuesday Night Gang) watching trains go by the Lyndon Road bridge near Fairport. That got my attention and soon I was dragging photo gear all over Monroe County, day and night on Monday and Tuesdays. The time didn't matter. It was having fun watching and photographing trains.

It all sounds very simple. Go to a favorite spot, set up the camera, and wait for the train. Well, not quite that simple. To get a great train shot with the right sunlight one has to pick the time of day for a specific location and hope a train meanders by at the right time. At first all I got was some shots of empty tracks with great lighting. What was needed was a freight train schedule.

To get around the problem I talked with one of those CSX inspector guys that ride the rails in a pickup truck. He laughed when I said

"schedule" but assured me a train was expected in about an hour coming from the East. Perfect! After waiting for three hours, and no train, I wondered if he meant that same day. I'm not sure Amtrak has a schedule either. At one point two Amtrak trains passed me going the same direction only ten minutes apart. Figure that one out.

All in all, it took me about four hours in the sun for every good photo slide. Got a great tan and had lots of fun talking to folks along the way. Now that summer is over, I'll get back to model railroading in the basement. These trains are always on schedule.

## Oil Creek Rail Road Expands

by Dick Senges

The **Oil Creek Rail Road** has expanded by 12 SF to a total of 256 square feet. It now includes an engine house (under construction), Brett's Brewery, a large mountain, a 30 inch rock face, Keuka Lake shale, and an under-the-layout cabinet that houses three sound systems, including the I. T. T. C. environmental and industrial sound modules. Picture below shows the railroad bridge at Pioneer, PA, 1866.



# COMING EVENTS

## NOVEMBER, 2002

- 2-3:** **Syracuse, NY** - Central New York Train Fair, New York State Fair Grounds, Saturday 10a.m.-6p.m.; Sunday 9a.m.-5p.m., Central NY Chapter, NRHS. Two large buildings For info: 315-488-8208 or cnynrhs@aol.com
- 9-10:** **Fulton, NY** - Oswego Valley Railroad association, Christmas Town Express Model Railroad show, Info: 315-342-0028
- 10:** **Batavia, NY** - GSME Great Batavia Train Show at Batavia Downs Conference Center, 9:30a.m.-3:30pm Contact: Mike Pyszczek at: pyzek@iinc.com
- 12-26:** **Rochester, NY** - Tuesday Night Gang – most Tuesday nights Contact: Lou Nost at: Louis.Nost@usa.xerox.com
- 15:** **Jamestown, NY** - Allegheny Highland Division meeting at Christ First United Methodist Church, 7p.m. Contact: Dave Shaw 716-763-6211
- 16:** **Lockport to Brockport, NY** - – The Genesee Valley Flier train trip, Info: 585-798-9724 web site; www.niagaratrain.com
- 16:** **St. Catharines, Ontario, Canada** - NMRA/NFR International Division Meet, Welland Canal Museum, at Lock # 3, Canada, 9:30am-4:00pm Contact: Chuck Faist at 905-681-6274
- 17:** **Brockport to Lockport, NY** – The Genessee Valley Flyer, train trip, stops at Medina RR Museum, Info: Info; 585-798-9724 Web site; www.niagaratrain.com
- 17:** **Albany, NY** - Mountain Toy and Railroad Club Swap Meet, Polish Community Center, Washington Ave. Extension and Rapp Road, 9:00am – 2:00pm contact: George Washburn 518-828-7902
- 21:** **Rochester, NY** – National Railway Historical Society, Rochester Chapter meeting 40&8 Club University Avenue, 7:00pm, Free
- 23-24:** **Toronto, Canada** - Christmas Train Show, International Centre, 6900 Airport Rd., Mississauga, Ontario, Canada; 11a.m. to 5p.m. Saturday & 10a.m. to 4p.m. Sunday Contact: Frank Steel 613-378-0309
- 23-24:** **Hamburg, NY** - Greater Buffalo Train and Toy Show. Agri-Center, at the fairgrounds Hamburg, NY 10:00am \$5.00 adults \$3.00
- 29-30:** **Shortsville to Canandaigua, NY** – Santa Train Excursions, Info: 585-289-8022
- 30:** **Ovid, NY**, Rock River Model RR & Ovid Fire Department Train Show, South Seneca High School, Contact: rrmhobbies@clarityconnect.com

# COMING EVENTS

## DECEMBER, 2002

- 3-17:** **Rochester, NY** - Tuesday Night Gang – every Tuesday night Contact: Lou Nost at: Louis.Nost@usa.xerox.com
- 4:** **Canada** - NMRA/NFR International Division Meet
- 8:** **Albany, NY** – Empire State Plaza Train Show. (More info to come)
- 14–15:** **Gettysburg, PA** - T.T.C.S. Great Scale Model Train Show & All-American Hi-Rail & Collectors Show
- 19:** **Rochester, NY** - National Railway Historical Society, Rochester Chapter, Meeting 40&8 Club, University Avenue, 7:00pm, Free

## JANUARY 2003

- 4:** **Hamilton, Ontario, Canada** – **International Division NFR/NMRA Annual Beginner's Meet , St. Stephen's Church, 625 Concession St., \$2.00 members, \$3.00 non-members**
- 10, 11, 12:** **Rochester, NY** – Rochester Model Railroad Club, Open House, 150 S. Clinon, Ave. Info: 585-454-2567
- 11-12:** **Syracuse, NY**, Great American Train Show (GATS), contact: [www.gats.com](http://www.gats.com)
- 12:** **Binghamton, NY** - Robertson's Annual Model Train Show & Sale, 30 Front St., site: [www.roberson.org](http://www.roberson.org) Info: Howard Lott 607-724-5247
- 16:** **Rochester, NY** – National Railway Historical Society, Rochester Chapter meeting 40&8 Club, University Avenue 7:00pm, Free
- 16:** **Syracuse, NY** - Train Show, Open house and train meet, Eastwood American Legion, 102 Nicholes Asve at James Street, Info: Cornell Patsos 315-492-0570
- 18-19:** **Buffalo, NY**, Great American Train Show (GATS), contact: [www.gats.com](http://www.gats.com)
- 19:** **Utica, NY** – Union Station, Main Street, T.T.C.S., 23<sup>rd</sup> Annual Toy Train Meet, Contact: Jan 315-334-9660 or Rich Wielgosz 315-865-5115
- 25–26:** **Timonium, MD** - Great Scale Model Train Show and All-American Hi-Rail & Collectors Show
- 26:** **Blasdell, NY** – tot train Show & Swap Meet, winter Wonderland Limited, McKinley Park Inn, S3950 McKinley Parkway, Info: Dan Malkiewicz 716-876-7031

# CLASSIFIED MARKETPLACE

## For Sale – Train Books

### **The Northern Pacific...Main Street of the Northwest –**

A pictorial History by Charles R. Wood. Bonanza Books, New York, 1968; w/dust jacket (dj), 207 pages, excellent condition, many photographs.  
\$19.50

### **Trains in Transition**

Lucius Beebe (Author of "High Iron" and "Highliners"). This is the third volume in a trilogy of the saga of American railroading. It is designed to survey the achievements of steam and steel in rail transport, and with the aid of ample and dramatic illustrations, to chronicle the railroad practices which have made overland travel a part of the national legend. Bonanza Books, New York, 1941 1<sup>st</sup> edition; dj perfect, 210 pages, excellent condition.  
\$25.00

### **Iron Horses/American Locomotives 1829-1900**

E.P. Alexander. This book is a pictorial story of the development of the American locomotive from the first engine to run on rails in 1829 down to the turn of the century. It contains a representative collection of authentic prints and lithographs with case histories of the engines they depict. Bonanza Books, New York, 1941 1<sup>st</sup> edition, dj perfect, 239 pages, excellent condition.  
\$20.00

### **The Love of Trains/**

#### **Steam and Diesel Locomotives in Action Around the World**

Victor Hand & Harold Edmonson. These two authors have over 140 stunning color photographs of trains in action from as far away as Australasia, Japan, the Andes, Britain and South Africa. Crescent Books/Crown Publishers Inc., New York, 1974 1<sup>st</sup> edition, dj perfect, 96 pages. Many full page photos, excellent condition.  
\$15.00

### **The Maine Two-Footers/The story of the two-foot gauge railroads of Maine**

Linwood W. Moody. Mr. Moody recounts his lifetime of close association with Maine's 2-foot railroads. Mr. Moody had worked for railroads since he was 15 as a fireman, hostler, brakeman, conductor, station clerk, professional photographer and editor of three railroad magazines. Howell-North, California, 1959 1<sup>st</sup> edition w/dj, 214 pages, complete w/unopened (2) maps.\$85.00

### **The Wreck of the Penn Central**

Joseph R. Daughen and Peter Binzen. On June 21, 1970, the Penn Central (which had resulted from the 1968 merger of the New York Central and the Pennsylvania railroads) became the largest single bankruptcy in the history of the United States. What happened? Little, Brown and Company, 1971 1<sup>st</sup> edition w/dj, 365 pages, excellent condition.  
\$10.00

### **The Story of American Railroads**

Stewart H. Holbrook. Researching, Holbrook has consulted hundreds of brakemen, conductors, engineers and other railroad men to present a comprehensive, rich and absorbing history of American railroads. More than 100 illustrations from photographs and prints. Bonanza Books, New York, 1947 1<sup>st</sup> edition w/perfect dj, 468 pages, excellent condition.  
\$10.00

### **The Georgian Locomotive**

H. Stafford Bryant, Jr. This book tells of a happy time (1918-1945) when steam was still God in American Roads and the locomotives of the nineteen twenties and thirties in the Southern and Southeastern states were imposing and good to look at. Many photographs. Excellent condition. Weathervane Books, New York, 1962 1<sup>st</sup> edition w/perfect dj, 89 pages.  
\$10.00

### **Model Railroad Engineering/A Manual of Design, Construction, Operation**

David Marshall. A practical book on practical model railroading: bridges, tunnels, terminals, track work, background/foreground, signals, power and more. Harper and Brothers, 1942, w/dj, 283 pages, excellent condition.  
\$5.00

*To purchase the above books, please contact:*

**Marsha [Keukabin@frontiernet.net](mailto:Keukabin@frontiernet.net)**

**Shipping charges additional.**