

Rochester Model Rails

Dedicated to Quality Model Railroading

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ROCHESTER, N.Y.

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On a cool and cloudy fall day, Shay #6 and Heisler #6 double head nine cars up Back Allegheny Mountain at the Cass Scenic Railroad State Park, Cass, West Virginia, to Bald Knob, an elevation of 4800 feet.

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Cass Scenic Railroad State Park, Cass, West Virginia

What a place – the home of the largest roster of operating geared steam locomotives in the world. And that's not all. Much more is offered: a early morning shop tour, three different rail trips, a logging museum, a restaurant, post office, company houses, an HO scale model railroad of the old logging railroad, special train runs, and an over night stay in a real caboose. Wow – that a bunch and well worth the trip to Cass, West Virginia.

Where is Cass, West Virginia? Well it's in West Virginia just about two hours west of Charlottesville, Virginia, where Monticello, Jefferson's home is located. The road to Cass is very curvy, but they do have guardrails. So prepare for a slow ride to get to Cass.

Relative to accommodations, we stayed in Snowshoe, a resort about 11 miles west of Cass since the Cass company houses were booked. Try to plan ahead and get one of the company houses since they are in the "town" of Cass.

I especially like the shop tour; it was held at 8:30am and started from the depot. If you go, check the tour time the day before since I believe that this times changes. The tour was super and allows an opportunity for great picture taking – see next two pages for photos.

The shays are just super. They are fired up in March and stay ready to go until late October. The day we were there Shay # 6 was running, a 162 giant of a shay and a great beauty of a machine. Shay # 2, a 93-ton shay was also running. She is a Pacific Coast Shay and uses

three types of fuel: wood, coal and oil. The Heisler #6 was also running. She is a 100-ton loco built in 1929 and a gem. Heisler # 6 originally hauled coal in PA. Cass also has other shays and a climax.

Three trips are offered: Cass to Bald Knob (all the way to the top) – a five hour round trip; Cass to Whittaker Station – a two hour round trip; and Cass to Spruce – a five hour round trip. For the view take the Bald Knob trip. For the schedule go to the web site: www.cassrailroad.com/schedule.html

The trip to Bald Knob was spectacular. The scenery was great even on a cold and cloudy day. We double headed up the mountain with Shay # 6 and Heisler #6 burning soft coal. Nine cars were pushed slowly up Back Mountain all the way to Bald Knob. Three of the cars has real windows but out car (last, but first up the mountain) was open. Seating for 30, but Cass can book as many a 60 on each car. No guaranteed seating! The smoke from the soft coal and the sound of the Shay and Heisler was just a super and unforgettable experience.

Inside the old hay storage building was the large HO scale model railroad. It was a totally finished HO scale layout about 15' x 40' with a nice depiction of the old logging railroad when it was in operation. A movie was also shown in this building, which was well done and explained the operation of the mill and logging operations in the past. A technical talk followed the movie for those interested.

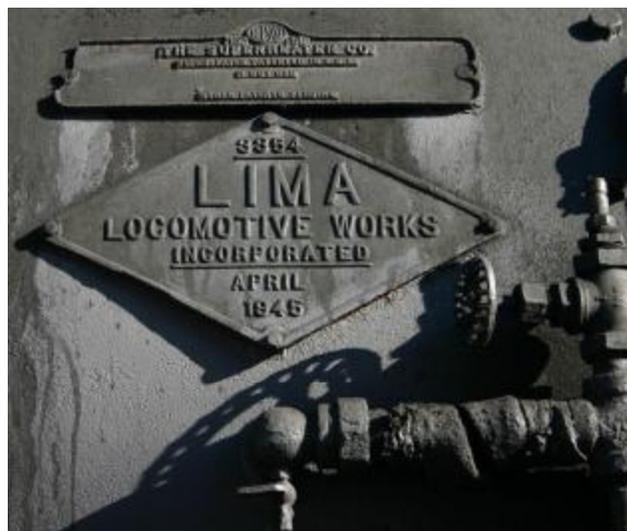
All in all a very memorable experience.

Scenes from the Cass Scenic Railroad State Park, Cass, West Virginia

Digital Images by Dick Senges



Shay # 6, a Class C – 150 three - truck shay weighing in at 162 tons and the last Shay ever built, prepares for the morning run up Back Allegheny Mountain to Bald Knob on October 16, 2005. She is the largest surviving Shay locomotive in the world.



Scenes from the Cass Scenic Railroad State Park, Cass, West Virginia

Digital Images by Dick Senges



The 93-ton three-truck Cass Scenic Railroad Shay # 2 gets ready for the morning run. Shay #2, a Pacific Coast Shay (Class: Pacific Coast – 13) was constructed in July of 1928 for the Mayo Lumber Company of Paldi, Vancouver Island, British Columbia. This is the only Shay known to use three types of fuel: wood, oil, and bituminous coal.

Rare Earth Uncoupling

By Bob Lennox

I don't know about you, but I hate having to lift my cars in order to uncouple them during an operating session. Hand uncoupling at hard to reach sidings can tough on the foreground scenery, too. My old HO layout used O-Scale Kadee permanent magnet uncoupling ramps, about 1.75"x 2.25", mounted under the rails. Besides being expensive on a large layout, they are thicker than the Woodland Scenics foam roadbed I am now using.

I have been using rare earth magnets in my furniture business to enable hidden lock mechanisms for several years. They are very strong, cheap, and small. After a little fooling around, it was apparent that these little gems were the answer to my uncoupling woes. I use 10mm diameter by 5mm thick magnets (part# 127197) from my local Woodcraft store (292-9690). They cost \$11.99 for a pack of ten. Two are used for each uncoupling ramp. This makes it about \$2.25 per. I'm sure these magnets can be had for a much lower price if you shop around. They also sell a thinner 10mm x 3mm version for \$7.99 for 10. These would probably work, too. I had the thicker ones left over from a prior project.

To mount them, simply determine where you want the delayed uncoupling to occur. Make sure you are not too close to the switch points so as to block a runaround maneuver.

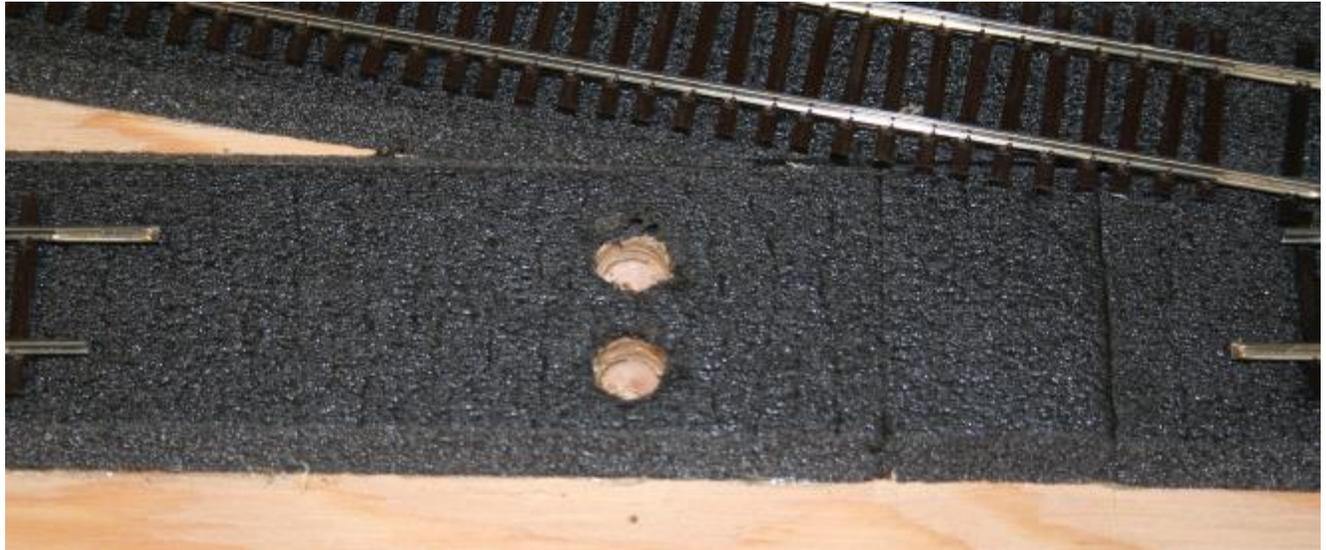
I mount the magnets evenly, one under each rail. Using a 3/8" forstner bit (these drill a flat bottomed hole) drill a hole **exactly centered** under each rail, through the foam roadbed, and about 1/8" into the sub-roadbed. The 10mm magnets are just a bit larger than 3/8" so ream out the holes with a 25/64" twist drill. Don't try to use a twist drill to start the holes, since there will be too much bit wander. The holes should now hold the magnets snugly. Press the magnets into the holes until they are about 1/16" below the surface of the roadbed.

Use care in adjusting the height of the magnets - too low and they become very sensitive to exact placement - too high and they will pull at the engine or car weights and cause jerky movement. Put the track in place over the magnets and test it out. When operating correctly, put a drop of ACC in each hole to hold things in place.

You will want to position a brakeman figure or some other object at the ramp location. Once ballasted, the locations are invisible. I find that tapping the direction button on my DCC controller gives me just enough slack to have the couplers uncouple and come back together in the delayed position. See photos on the next page.

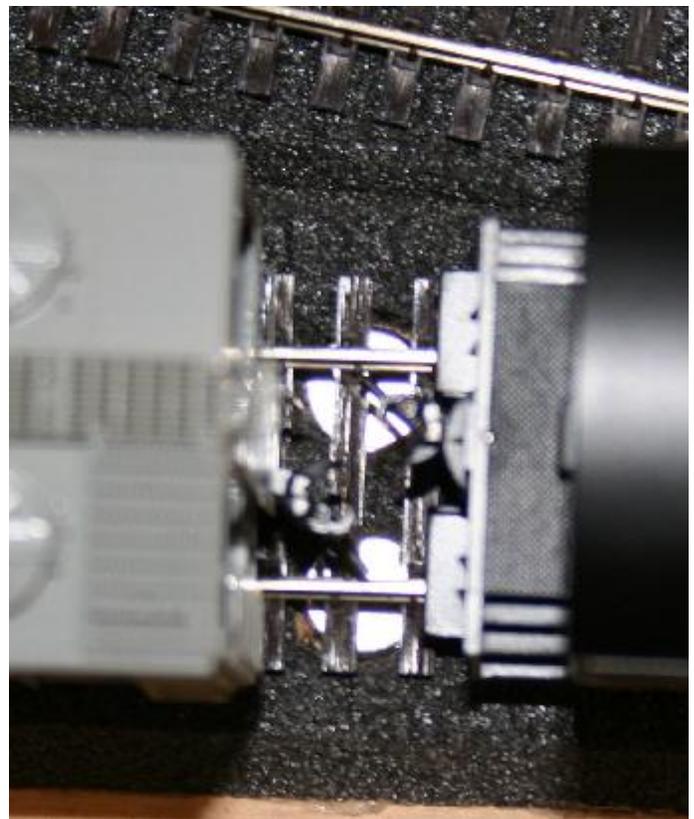
Rare Earth Uncoupling

By Bob Lennox



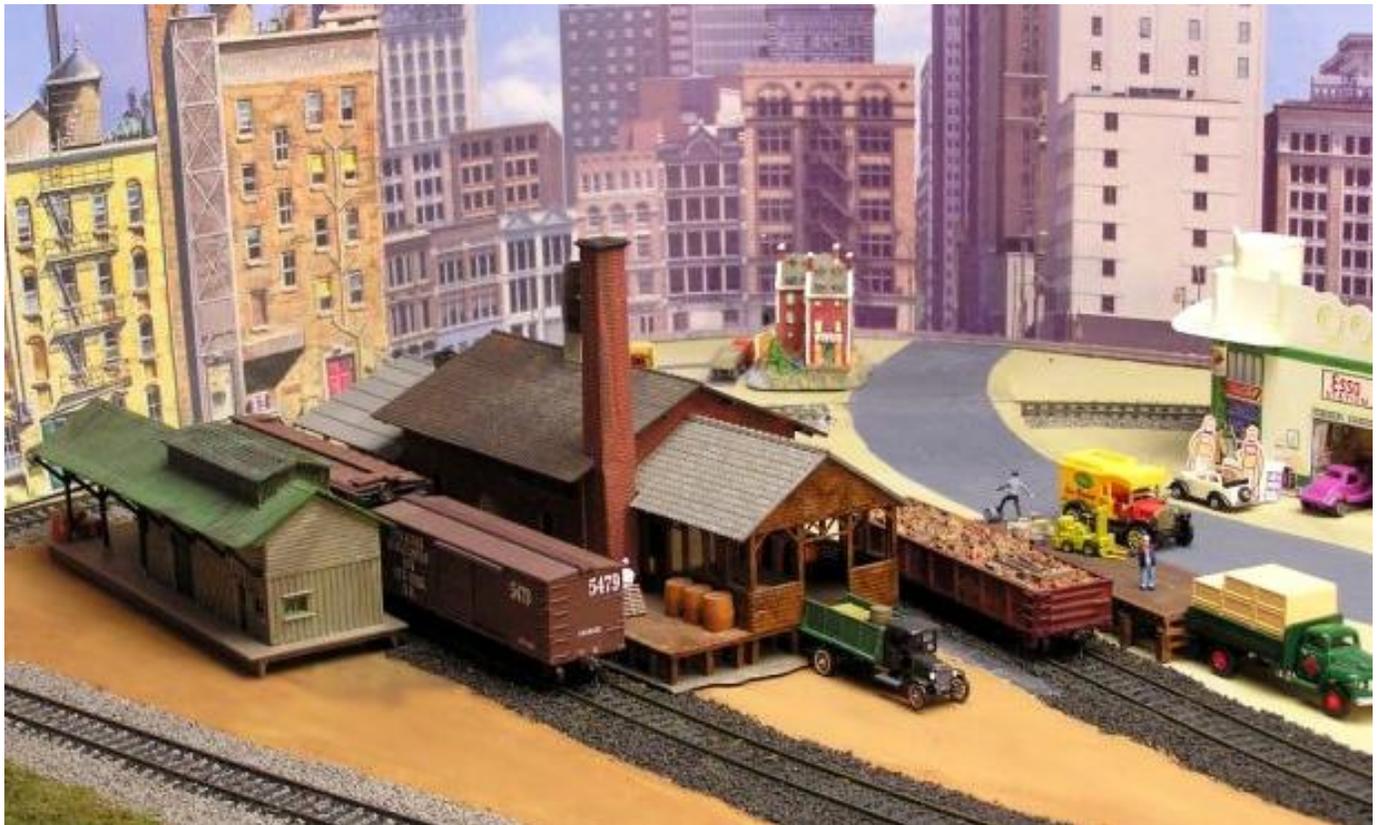
Above: Holes drilled in the Woodland Scenics foam roadbed. 3/8" holes were drilled using a forstner bit and reamed out using a 25/64" twist drill.

Below: Magnets mounted into the hole directly under each of the rails. The Magnets are about 1/16" below the surface of the roadbed.



Above: 10mm magnets glued into the holes exactly centered under each rail

Scenes from the Mary-Land Northern HO Scale Model Railroad of Leo Adamski
Digital Images by Matt Kovacic



Sociology of Model Railroading

Part 7 – The NMRA

(Abridged Edition)

by John Bruce

The [National Model Railroad Association](#) (NMRA) is the hobby's umbrella charitable, technical, and educational organization. It was founded in 1935; serious interest in modeling the technical and operational aspects of US railroads by means of small-scale electric models had begun in the 1920s. An excerpt from the NMRA's bylaws appears on the page cited above.

The bylaws quite naturally say that the NMRA's purpose is ". . . in part, to promote, stimulate, foster and encourage by all manner and means the art and craft of model railroading . . .", but as the list of more specific purposes farther down in the bylaws indicates, the NMRA's focus is largely internal to the hobby and the industry that supports it. The NMRA sees itself primarily as a standards-setting body, and over the years this has resulted in US manufacturers (and all others who want to supply the US market) adhering to electrical and dimensional standards for model railroad equipment.

In the face of a gradual but continued decline in membership in recent years, the NMRA has pointed out that the standards it developed have made interoperability possible for equipment made by different manufacturers. Whether this is the case is debatable, since in many other industries (such as the Windows-compatible PC industry), issues of compatibility and interoperability have worked themselves out without a standards-setting body.

Had the NMRA attempted to set standards in opposition to what existing manufacturers were willing to produce in the early years of the hobby, it likely wouldn't have succeeded. As evidence, we still have the dimension for "O" gauge track, 1-1/4 inches, which is about 6 percent larger than the scale dimension, a discrepancy that doesn't appear in most other scales, and something the NMRA apparently wasn't able to rectify. In many cases, the NMRA's "standards setting" function has simply been to ratify the wishes of the key market players, or approve practices that were generally accepted anyway.

In fact, while the NMRA has pointed to its adoption of a [Digital Command Control](#) (DCC) standard as a key accomplishment in fairly recent times, its main action in developing this standard was to adopt in full the already-established [DCC product specifications of a German company, Lenz](#). The NMRA claims credit in these instances for things that could well have happened without its intervention, and indeed appears to have ratified practices (like "O" gauge) that have caused problems in interoperability and compatibility for many years.

An episode in the early 1960s illustrates the questionable value of the NMRA in setting and enforcing standards. During this period, several manufacturers determined that it was necessary

to reduce costs by coarsening wheel standards, and approached the NMRA to increase the tolerance on its standards to allow this. The NMRA officials directly responsible for the move agreed, but dissident members more concerned about maintaining product quality for the good of the hobby took a campaign to retain the earlier, tighter standards to the hobby press. The proposal was quickly withdrawn. However, the manufacturers involved proceeded to coarsen the dimensions of their wheels without the blessing of the NMRA's revised standard.

The manufacturers' decision to cheapen their particular products eventually backfired, since the buying public perceived the decline in quality, and the manufacturers left the hobby business. However, the NMRA was powerless to affect their business decision, and was nearly persuaded to endorse it.

Although the NMRA in the 1950s attempted to propose a standard HO coupler, it was never able to approve a design. The proposed design somehow reached the hobby manufacturers, who used it and advertised it for many years as the "NMRA coupler" without objection from the NMRA. Its results in operation were so poor that the hobby press editorialized that it was a factor in beginners' frustration with the hobby; at that point, the NMRA distanced itself from the design. The actual HO standard coupler was developed by a manufacturer ([Kadee](#)) and achieved market acceptance as a de facto standard without any endorsement from the NMRA. When the Kadee patents expired, other manufacturers also developed Kadee-compatible couplers without the need for a standard. A standard N scale coupler was adopted by manufacturers early in the history of that scale, by the expedient of one manufacturer making a successful design available for license without charge by other manufacturers. This happened in Europe, with no intermediation by the NMRA. However, this non-NMRA standard has subsequently been replaced by another non-NMRA standard, an N scale Kadee coupler.

It's significant, I think, that the first graphic the user sees when opening the NMRA's national page is an organization chart. While the organization endorses [on its web site](#) the non-controversial "World's Greatest Hobby" program intended to improve the hobby's public image, discussed in the introduction to this essay, its own focus is primarily internal, especially following [a financial crisis and dues increase](#), which has led the organization to reassess many of its activities in light of actual need. Other than statements like that in the meeting minutes cited above, "The [Board of Trustees] restated their support [for] the 'World's Greatest Hobby' campaign", the organization has made no practical effort to further that campaign's goals.

The NMRA is, in fact, a highly bureaucratic, internally focused organization that exists largely to justify the need of its many local, regional, and national officers for important-seeming activities to keep themselves busy. In this it resembles fraternal organizations, as pointed out by one hobbyist, "where everybody has a high-falutin' title and wears a funny hat" (we should not ignore the fact that many enthusiastic NMRA participants do in fact wear traditional railroad headgear to NMRA functions). Indeed, since so much NMRA activity is busy work, it has been a serious challenge for the organization to identify justifiable costs *versus* unnecessary ones in the effort to clean its financial house.

Like many internally focused organizations (and indeed some cults), its communications are filled with organization-specific jargon and acronyms. The Board of Trustees is the BOT. The Achievement Program is the AP. Via the web site, you can easily identify your Regional AP Manager, and with his help, you can become a Master Model Railroader, or MMR.

This complacency and inward-directedness has been criticized for many years, and in fact was a factor in the "prototype modeler" movement, which specifically abjured many aspects of NMRA-style organization. Eventually there was an effort, apparently connected with some in the "prototype modeler" movement, to establish a new umbrella organization, the American Model Railroad Association. This appears to have gotten the NMRA's attention, and it undertook reforms.

One of the reforms, mentioned earlier, was to provide rooms at national conventions for "prototype modelers" to meet and display their models. This apparently defused one major focus of criticism, though it was a largely symbolic gesture. Another was to institute the [Achievement Program](#), an innovation that allowed members to earn certificates of competence in various areas of the hobby (the organization had previously paid little attention to hands-on model railroad activities, as opposed to meetings, banquets, conventions, and the like).

I joined the NMRA in 1995, knowing about the group's poor reputation, but deciding to give it a chance in light of the upcoming Long Beach, CA national convention in 1996. My experiences were uniformly disappointing. The committee members I met in working to get my own layout (documented here) on the bus tours of local layouts turned out to be elderly, having some difficulty dealing with new members and preferring to continue with the long-established relationships in their own cliques. As a result, they offered numerous criticisms of my layout (which I took in good spirit and addressed prior to the layout tours). It wasn't until after the convention was over that I got to see the layouts of the committee members and their cronies, which were astonishing in the ineptitude of their execution.

While some of those who attended the Long Beach national convention were in fact the elite of the hobby -- established authors, noted craftsmen, and careful researchers -- many more were people with what seemed to be only a superficial interest in the hobby, having seemingly chosen the convention almost at random as a vacation activity. As the bus tours came to visit my layout, I was puzzled that families would elect to spend major time and money traveling to such a destination, when their comments and questions revealed such a limited interest in the hobby.

All conventioners were required to be NMRA members. The total number of NMRA members nationally is something in the neighborhood of 23,000. The current circulation of *Model Railroader* magazine (MR) is 177,000. Both NMRA membership and MR's circulation have declined in recent years, but the relative numbers would suggest that members of the NMRA number roughly 10% of active participants in the hobby. They do not, however, appear to correspond in any definite way to an elite, or even a group with an informed interest in model railroading, based on my experience.

Local NMRA officers have self-described the group's purpose to me as "primarily a retirement-age social activity." Interest in the model railroad hobby, while a basic qualifier for membership in the group, seems to take a subordinate role to other social interactions among long-standing groups of friends, who do not actively work to recruit or welcome new members, either into the organization or into their social relationships. These were a particular group of local officers. The national organization has little control over the local organizations, which select their officers via nominating committees and single-candidate slates from the established groups of cronies (however, promotion to national-level officer results from service as a local officer and

nomination from that pool). As a result, local organizations differ widely in their makeup and the level of local activity.

Interested in the Achievement Program, I worked to earn several certificates of competence, but found the process very frustrating. The applications for each certificate required extensive paperwork and supporting documentation. Each application had to be submitted to a local coordinator, who submitted the paperwork up through a regional and national chain of evaluation and approval. Given the complexity of the approval process and the caliber of volunteers in the program, my applications were lost at one point. Although the [standards](#) for the certificates appear to be quite clear, differences of interpretation took place at each level, and my awards were delayed as these differences had to be resolved. It seems likely that the actual purpose of the program is less to validate the skills of the participants than it is to reinforce the importance of the petty officials who run it.

These experiences led me to make an economically rational decision that the cost of NMRA membership wasn't justified. I wasn't meeting fellow hobbyists at my level of interest through the organization, an important failing from my point of view. Key local officers showed little interest in hands-on hobby activities, but perceived the organization as a way to gain prestige through important-sounding titles. In fact, I had a general sense that, even though the stated goals of the organization were support and enhancement of model railroad hobby activities, the actual goals were social interactions among established cliques, most of which could be accomplished without reference to the hobby. The steady decline of national membership in recent years suggests that a segment of informed membership continues to make this decision, and fewer new participants decide membership is worthwhile.

The fiscal crisis that came to a head in 2000, caused apparently by undisciplined spending at the national level, resulted in a dues increase. This increase covered continued operation at approximately the level that had caused the crisis, while the leadership undertook a lengthy and inconclusive analysis of what costs might be cut. While deciding to increase dues, the leadership recognized that this would cause an additional loss of membership, but their priority was clearly the preservation of the core, inward-looking organization in its general current form, at the expense of narrowing its presence in the hobby. It appeared, for instance, that officers were charging the NMRA expenses for frequent organization-related travel, a practice that, while legitimate, is typically cut during corporate cost-saving efforts. The meeting minutes cited above, for instance, say that a ". . . Board of Trustees meeting was held in Phoenix, Arizona in late February. " A business seriously intending to cut expenses would likely conduct such a meeting via conference call. However, the NMRA does not appear to have had this sense of urgency in the face of its financial shortfall.

Another example is given in Hal Carstens's "Notes on an Old Timetable" editorial in the February, 2004 *Railroad Model Craftsman*. Under "We visit hobby shops", he recounts a trip he took to Sacramento, CA, under NMRA auspices -- and presumably expense-paid by the NMRA - - to visit a potential site for the Howell Day Museum (an apparent boondoggle that I'd like to discuss further when I get sufficient information). Carstens notes that "[t]he NMRA's Museum Committee has had meetings in various corners of the country" to evaluate possible sites for the museum, and his trip to Sacramento, with an unspecified number of other committee members, was part of this effort. Again, a for-profit business interested in controlling costs would eliminate any line item like this from a budget, instead possibly having a single, local committee member

make such a visit and take photos to send to others. The "committee meeting" would be a conference call in the business world.

A rough calculation of the cost of flying Carstens from the New York area to Sacramento via refundable coach fare, with other normal expenses, over a two-day period would be somewhere in the \$1500-2000 range. Carstens didn't say how many others made the trip from other areas of the country, nor how frequently such "committee meetings" take place -- but from his editorial, it appears the high point of the junket was a trip to Bruce's Train Shop, where he was able to add a model to his collection. I posted on several Internet forums to see if I could induce anyone familiar with the NMRA's travel policies and budget to indicate whether the NMRA had funded this trip, whether it might have come from independent Howell Day Museum funding, or how often such trips take place, but no one replied. Clearly, however, such an emolument would help the NMRA retain favorable editorial treatment by RMC -- do other hobby magazine editors accept this kind of slush payment?

Much of the day-to-day purposeful activity of the organization is centered on its national, regional, and local meetings and conventions. These, interestingly enough, extensively incorporate swap meets and train shows, whose unsupervised development, as we have seen, is not helpful to the interests of committed hobbyists, since a bubble psychology distorts market action, and the low quality of merchandise and exhibits results in an overpriced admission cost and in fact damages the public image of the hobby. Insofar as the NMRA [sponsors and supports](#) such train shows, it is contributing to what has become a community problem, and this conflict prevents it from recognizing or addressing the problem for the good of the hobby.

The NMRA's most clearly stated function, setting standards for the hobby, has had highly ambiguous results over the organization's history. As happens in most commercial situations, standards will be effective only insofar as major market participants find it in their interest to follow them. On one hand, major players will impose de facto standards on a market. On the other, participants may find it in their interest to deviate from standards at any time, and a body like the NMRA is powerless to affect it -- and indeed, as in all such cases, the organization is vulnerable to "capture" by particular players or interest groups. This has happened at various times in the organization's history.

The NMRA's reputation within informed hobby circles as a bureaucratic, inward-looking organization whose leadership is preoccupied with its own perks and prestige over the best interests of the hobby is an extremely serious limitation. Efforts to reform the organization in the 1970s and 1980s had limited success. In the meantime, the hobby magazines have tended to distance themselves from the NMRA more than in the past. A.C.Kalmbach, who founded *Model Railroader* magazine, was also a founder of the NMRA, and for many years MR editorially took positions on NMRA issues and endorsed NMRA membership. The endorsement in particular seems much less common (although I note a recent column in which Lionel Strang did endorse it), and based on my experience and observation, the magazine now routinely edits references to NMRA activities from author biographies. In 2002, *Mainline Modeler* published an editorial questioning the need for the NMRA, although a following editorial backed off this position, possibly in response to organized pressure, indicating he wouldn't allow "NMRA bashing" (something that appears to have been about to occur!). Clearly Hundman's initial instinct was the correct one; he likely would have increased his magazine's reputation, credibility, and reader loyalty if he'd maintained his original position of integrity.

Several UK informants have told me that members of the [British Region of the NMRA](#) have become dissatisfied with the high US national NMRA dues that go almost entirely to fund US activities that don't benefit those in the UK, such as the travel by NMRA officers cited above. As a result, a move has been proposed (I'm not aware of how formally and would be interested to have more information) by UK NMRA members to put the British Region on a different basis, with less money going to the US. This appears to be a fascinating reversal of the issues that led to the American Revolution in the mid 18th century, where at that time a UK political establishment was out of touch with developments in the colonies, in part relating to how taxes were used and what benefits flowed from them back to the country being taxed.

As a practical matter, the NMRA's role within the hobby has declined from effective spokesmanship in certain areas, to (at best) a convention bureau, show organizer, travel agency, and senior citizens' center. It retains a declining prestige from earlier days, but it is unlikely that it can regain an effective leadership role.

According to a report by Job Luning Prak in the April, 1996 NMRA *Bulletin*, the organization's membership peaked in 1978 at 28,855. Its membership is now about 23,000. It's interesting to note that some of the most important hobby developments, such as the rise of the "prototype modeler" movement and the 30-year tendency toward improved product quality, have taken place during this period of membership decline. It is likely that this tendency will continue. The question is whether some other form of leadership is desirable or possible to deal with the problems that do face the hobby, such as the continued stereotyping of adult model train hobbyists in the media, or the economic exploitation and distortions of swap meets and train shows.

Next Issue – Part 8

Hobby Magazines

John Bruce's Model Railroad

Los Feliz and North Western Railroad

www.trainweb.org/lfnwfan



Future Articles

Modeling Keuka Lake - Hammondsport

Modeling a Civil War RR

Hiding that Basement Pole

Designing the Bath, NY Yards

Video Review - Photo Mural Backdrops

*Visiting the Brunswick, MD,
Railroad Museum*

Coming Next Month

**Bill Brown's HO Scale Model Railroad –
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Cass Scenic Railroad – Heisler #6

**Sociology of Model Railroading – Part 8
Hobby Magazines**

Ask Doctor Dick – the Scenery Doctor

Train Events - Update /2006 Calendar

Any interest in an

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for the first 36 issues of the

Rochester Model Rails

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Don't Forget to Visit

www.railroadmuseum.net



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Coming Train Events for 2005/2006

Updated 10-27-05

- October 29 – 30** **Mississauga, Canada** – Toronto Christmas Train Show, International Center, 6900 Airport Rd. Hours 10:00am – 5:00pm Admission - \$6.00 Canadian. International suppliers.
- November 5- 6** **Syracuse, NY** – Train Show and Sale at the NY State Fairgrounds, 10:00am - 5:00pm Off I-690 south of I-90 exit 39, \$5.00 adults
- November 12 –13** **Fulton, NY** - Oswego Valley Train Show
- November 13** **Batavia, NY** – Batavia Train Show and Sale, Batavia Downs, \$5.00 adults
- November 17** **Rochester, NY** - NRHS meeting – Forty & Eight Club, University Ave., *Rochester Transportation* by Donovan Shilling
- November 19 – 20** **Hamburg, NY** – Train Show, Erie Country Fair Grounds, \$6.00 adults
- November 19 – 20** **Whitby, Ontario, Canada** – Model Railroad Show, Father Leo J. Austin School, 1020 Dryden
- November 27** **Norwich, NY** – Bullthistle Train Meet
- December 3 – 4** **Belleville, Canada** – Christmas Model RR Show, Quinte Secondary School, 45 College St.
- December 15** **Rochester, NY** – NRHS meeting, Williamsport, PA in the Late Steam Era” – by Bill Bigler

2006

- January 28 – 29** **West Springfield, MA** – Amherst Railway Society Big Railroad Hobby Show, Eastern States Exposition Grounds, Memorial Avenue. Info: www.AmherstRail.org
- February 17 – 19** **Seattle, Washington** – 21st Annual Sn3 Symposium, Contact: 425-778-6069
- February 18 – 19** **Barrie, Ontario** – Train Show, Barrie Event Center, Essa Road & Highway 400

Coming Train Events for 2005/2006

Updated 10-27-05

- March 11 – 12** **Rochester, NY** – Rochester Model Railroad Club Show, 150 South Clinton Avenue – First Universalist Church. Sat. 10:00am – 5:00pm. Sun. 1:00 – 5:00pm. (*Flea Market Sat. only.*) \$3.00 adult, \$2.00 age 6 – 12, under 6 free with adult. Info: Tom McColloch 585-872-6106
- March 26** **Rochester, NY** – RIT Train Show and Sale, RIT campus
- April 22** **Schomberg, Ontario, Canada** – The First Annual Ontario Narrow Gauge Show, Schomberg Community Centre, 10:00am – 4:00pm. Website: www.creative-works.ca/NGM06Home
- April 28 – 30** **Chatnam, Ontario, Canada** – Chatham Express: The NFR 2005 Spring Convention
Wheels Inn, 615 Richman Street. Info: 519-351-1100
- June 1 – 4** **Worcester, MA** – NMRA NER 2006 Spring Convention
- July 1 –2** **Galeton, PA** – Bark Peelers' Convention, PA Lumber Museum
- July 2 – 8** **Philadelphia, PA** – NMRA National Convention
- August 21 – 26** **Durango, CO** - 26th National Narrow Gauge Convention
- October 20 – 22** **Parsippany, NY** – NMRA NER 2006 Fall Convention
- November 4- 5** **Syracuse NY** - Train Show and Sale at NY Fairgrounds