

Rochester Model Rails

Dedicated to Quality Model Railroading

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A scene from the N Scale Layout of Sy Diamond of Upstate NY. Digital image by Martin Collard.

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Letter to the Editor

The latest issue of RMR is great, Dr. Dick. I especially enjoyed Fred Cupp's article on Editing Model Railroad Digital Images. Having worked in that field a few years, I was very interested in hobby magazine portion of the *Sociology of Model Railroading* by John Bruce.

It would appear from these and previous writings that Mr. Bruce is a very bitter and unhappy person especially with the Model Railroad fraternity – and possibly for some good reasons. He seems to have teamed up with Paul Schmitt to bash the hobby magazines and their editors– *Model Railroader* in particular. I wonder how Paul Schmitt who apparently is a very disgruntled ex-Kalmbach employee will get future jobs using Kalmbach as a reference? It is very unwise to burn bridges.

That being said, I find the personal attacks to Lionel Strang and various editors very offensive. Lionel has the reputation as fine modeler and gentlemen. He does not deserve the bashing from Bruce's article. I have dealt with many magazine editors going back to Al Kalmbach. Their personalities vary of course but they have several things in common. They all have a strong background in journalism and business. They are all fine, knowledgeable people – pleasant to work with.

One should realize that a national magazine is not a hobby pursuit. It is simply a 'money machine' with the purpose of making money for the stockholders. To this end, the magazine's objective is to increase circulation and advertising revenue. And since advertising revenue is a function of circulation, the management tries to make the content as interesting and attractive to the reader as possible. The magazine must also appeal to the readership that has full spectrum of interests and abilities. To this end, they will publish a variety of articles.

I would also take issue with Mr. Bruce's comment on PhDs. I have worked with four editors with these credentials and they are among the best. None of them flaunt it. The fact that they had the mental ability and were willing to

work hard and make sacrifices to attain the degree should not be ridiculed to make one look good by comparison.

When dealing with the magazines, we must remember that most produce their product with a relatively small, overworked and dedicated staff. I frequently get communications from editors on Saturday or Sunday. Yes, as communication companies most sometimes fail miserably in this regard - the exception being *Model Railroader*, *the Semaphore* and *RMR*.

Payments from the smaller magazines are correspondingly small and late because they simply do not have the money available. Authors for model magazines should not expect to get rich. With the exception of *Model Railroader* who pays on acceptance, the payments are usually received six months after publication. The author should not expect this to be a bread and butter activity. At best, it is a taxable 'frosting on the cake' that will allow you to buy a few trinkets for your pike. ***Do not quit your day job.***

When looking over the past, Dr. Dick, I can only say that working, as an author has been a rewarding experience. Bill Schaumburg once asked me why I do it. I replied that first, I liked meeting the people; second, I got a kick out of seeing my work published; third, I liked seeing the models that have been built from my plans and admittedly, I liked the money.

You have promised a continuing series from Mr. Bruce, Dr. Dick. May I suggest that you discontinue his negativity in lieu of some positive thinking?

Sincerely,
Lincoln Pinn

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An Unusual Rail Mode -

Modeling an Icicle-Breaker Railcar in N Scale

by Bill Estes

An icicle-breaker car is seldom seen on prototype railroads. No one that I know has ever seen one on a model railroad. But I now have one for my club model railroad.

My first sighting of such a car was in February 1987. At that time I lived in Newburg, New York and commuted by auto next to the Conrail West Shore line. The unusual sight that greeted me one evening appeared to be an old two bay hopper car, with a strange contraption mounted on its top rails.

My only camera was an old 110-cartridge camera. Lighting was poor and I knew nothing about proper photography. I took the pictures and hoped to someday build such a model car. Inquiries among acquaintances produced the idea that this car was used to break off icicles from tunnels and bridges. The photos languished for years in my albums.

In early 2005, I rediscovered the old pictures and started looking for information on such a car. I contacted the Conrail Historical Society. Kris Klemick, the society president and an ex-conductor on Conrail thought that this car might have been a shop designed and built vehicle. He was personally unaware of any history on the car. I did a Google search, and found some information at the Railway and Locomotive Historical Society website.

It appears that several Eastern railroads had cars built for this specific purpose. The literature suggests that these cars were placed at the front of trains of auto rack cars. The icicle breaker car was intended to remove large icicles hanging from the roof of unlined tunnels. This was to reduce damage to old-style open auto rack cars.



Based on my photos and one taken in Peekskill, New York, I decided to build my own car. It seemed to be a natural conversion from an existing car. I scaled my photographs and determined the length width and height of the girder construction placed on the prototype vehicle. Using this data I prepared a mechanical drawing using AutoCAD.

Most N scale cars are lighter than the NMRA recommended weights; therefore my cars had been previously weighted with B-Bs. My hoppers usually have loads, which cover these weights. An icicle breaker car would not have a load, so I covered the B-Bs with styrene and imagine that the shop crew determined that extra strength was needed and had used sheet steel to reinforce the top of the hopper.

At my local hobby shop I found *Plastruct* girders in a size appropriate for "N" scale. Using the CAD drawing and my *Northwest Short Line* "chopper" I cut girder sections to the appropriate length and angles. The vertical central construction was welded together using plastic cement.

I placed the vertical assembly on the centerline of the car. The supporting pieces were then added one at a time to maintain structural integrity. Once all bracing had been added, I brush painted the steel sheets and girders with *Polly Scale* grimy black. Brushed streaks of rust show that this was not a well-maintained car.

Using a fiberglass brush, I faded and weathered the original paint and reporting marks. Using brush and white paint I covered the original marks even further. Homemade decals for the "*Genesee & Ontario - The GO Route*" were added as well as "*Engineering Dept.*" and then weathered with the fiberglass brush. Rust paint was airbrushed on the *Micro Trains* couplers, wheels, and truck frames.



Editing Model Railroad Digital Images – Part II

by Fred Cupp

Last month was an introduction to the functions that will help to improve the quality of your railroad layout pictures. The objective was to begin with some of the simpler, but very useful tools. If you really want to develop your skills in this facet of the hobby, I suggest that you pick up Paint Shop-Pro, Photo Shop Elements, Adobe Photo Shop or other "higher quality" programs. For the simpler tasks I use iPhoto+4. (FREE !). For the more complex tasks I use Paint Shop-Pro. (about \$80) I have seen Adobe Photo Shop Elements for around \$30.

There is no substitute for experience. Try some of these simple commands on a copy of a "rejected" photo. As long as it is a copy, you can't get hurt. Keep in mind, that if you go too far, "Control+Z", (the shortcut to the "undo" command), will remove the previous alterations in reverse order. And you always have the original photo to permit starting over.

Adding smoke There are a number of drawing tools, which allow you to show off your art talent. Lets start first with the Spray Paint tool. The spray may be adjusted for size, transparency and a "soft edge. Here are several smaller shots, starting with the raw or "before" cover photo from the previous RMR issue

For steam loco smoke, I normally start with a medium dark gray for light smoke or a darker gray for dense smoke. The size and edge transparency of the area can be controlled from only a few pixels to a very large size. You will have to experiment to find the right size for you. In the middle photo below, you can see a "Test Blob" in the upper left. Once you find the desired size, you can then "Un-Do" or "Erase" the test "blob".



Raw Photo



Step 1 - Partial smoke



Step 2 - Final Smoke

Beginning at the loco stack, use short, upward bursts of spray, (Left mouse click), as you move the cursor. Repeat the strokes to over-spray, which will create heavier smoke buildup near the stack. As you move the spray up and away, let it become less dense as the smoke would normally thin out. After roughing in the darker smoke, select a lighter gray color to add some variable intensity to the streaks in the smoke.

You will notice that the two different shades of gray are too distinct. To blend the shades, use the "Smudge" tool to "muddle around" the different areas together to mix the shades, as in the shot on the right. Simply move the tool pointer as you would use your finger to smudge paint. Again, you can adjust the size of the smearing spot. Each time that you release the left button, an operation step is saved. Each "undo" (or CONT+Z) will step backward to undo a bad operation. The number of steps is usually set to about 10 steps. (May vary with other programs.)

Although not needed in this photo, you can use a white color, with a smaller spray size to add in some wisps of steam from the generator, the injector and leaky valves. When adding in such tiny details, zoom in to expand the work area, and set a smaller "spray" size to aid you when working around small details.

Adding Details (Now for the really fun part.)

The Clone tool is simply a "relative" Copy tool. Place the cursor on a portion of the photo, (or even on another photo), to copy **FROM**. While holding down the shift key, left click once. Release the shift key and position the cursor on the **TO** spot on the photo where you wish to place the cloned image. Now, when you press on the left mouse button, a circle will appear at the spot on the **FROM** location, while the pointer will place a copy of the circled image on the desired spot on the **TO** photo. While holding the button down, move the cursor like a paint brush to "paint" a continuous band of the clone image onto the final picture.

On the left photo below, notice the barren space around the bridge. In the right photo, rocks and foliage have been copied from other places in the photo to fill in the barren areas. (See if you can find the area of rock that I copied **FROM** elsewhere on this photo!) As you move the cursor, (while holding down the left mouse button), the **FROM** circle will move along with the pointer as you "paint in" the image. Using the clone tool will also allow removing, (by copying something over), unwanted stuff. Notice the silver colored signal base behind the bridge. After cloning a nearby area, the offending detail is simply GONE !



For adding to bland or objectionable backgrounds, I have collected a library of digital photos of skies, ranging from rather cloudy, dark skies to nice blue, with bright fluffy clouds, as viewed from various directions relative to the sun. The various directions of sky shots, is to be able to roughly match the angle of any shadows in the raw "target" photo. I often use this technique to fill in blanks in the backgrounds of model railroad shots. For example, the blank area in the upper left of the left photo above has been cloned with a "new" sky, as seen on the right.

Shown below are four typical "Sky Shots".



Light, fluffy, thin uniform lighting.



Thicker, sun above, showing shading



Thicker with dark shadowy underside.



Sunset, clouds bottom lighted.

For the sky I will use the light fluffy sample. (upper-left). First, the two photos are placed on the screen. They may be in any position, but I am used to working with the sky being above!



Two photos on the same screen.



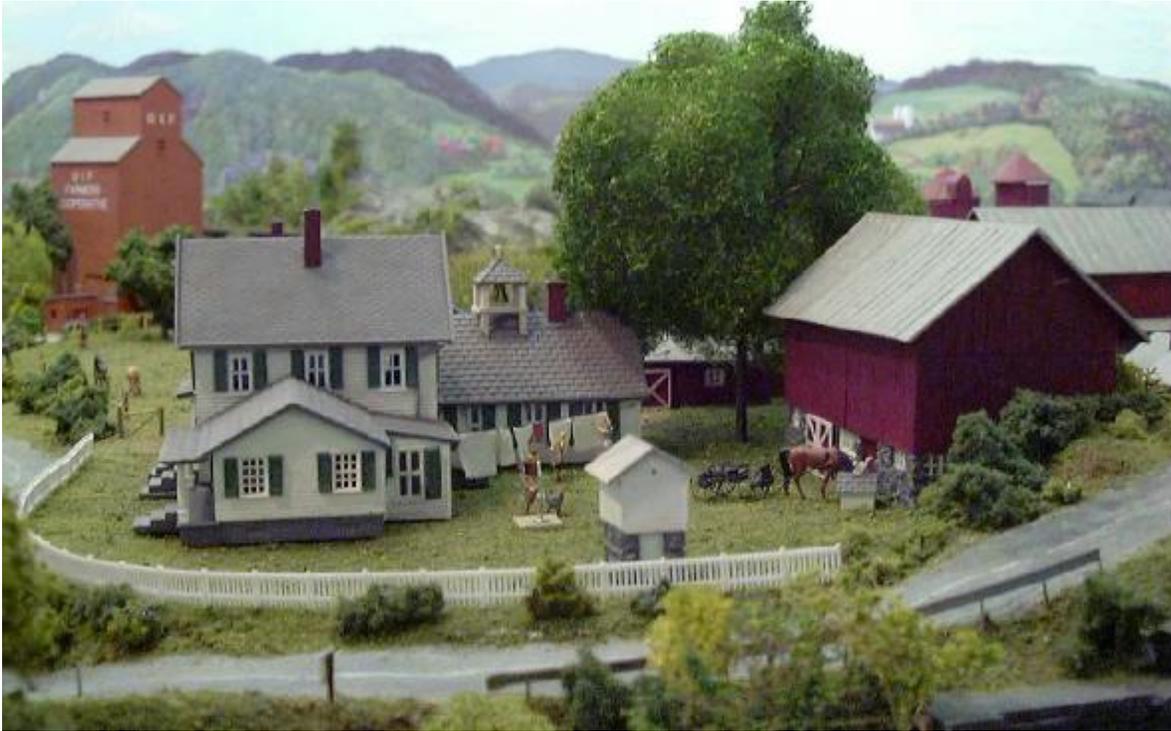
Clone tool taking clouds from above and copying into the bottom photo.

The cursor is placed on the starting spot on the upper photo. A click marks the spot. Now place the cursor at the desired starting point, holding the left button down. As the pointer on the lower photo is moved across the area, the circle above moves to maintain the same relative position to show you where the copy image is taken "FROM". (Also, the right 1/3 of the job was not finished.)

Notice several things. In this example, the sky photo is a deeper blue than the station scene. If you wanted, the sky image could have been brightened to match, BEFORE starting the clone operation. Also, notice that the new sky is covering the unsightly power wires above the station. Thus the clone tool can be used to cover up many unwanted items in an otherwise fine photo. The work is not completed to illustrate the process of painting the area, a small portion at a time.

Next month we will conclude this series with an "outline" tool. We will learn how to cut items, shapes, objects out of a photo to be saved and later overlayed to put people and objects into other photos. You will see an example in this final issue of a normal size man, shrinking down to be the engineer in his own HO locomotive!

Photo Gallery – Images from Sy Diamond’s N Scale Layout



The farmhouse and barns model Sy’s farm he owned for many years. Sy is from Brooklyn in NYC, went to school at Cornell to study farming and made a living at it for 50 years.



The cornfield is made from etched brass corn stalks. This is a great effort in N-scale and the image really doesn't do it justice. The way Sy blended his physical scenery into the Walthers backdrops is very well done. Digital images by Martin Collard.

Modeling New England Railroads

What's In a Name?

by Gordon Spalty

Portland and Ogdensburg Railroad (Vermont Division), St. Johnsbury and Lake Champlain Railroad., St. Johnsbury and Lamoille County Railroad, Lamoille County Railroad, Lamoille Valley Railroad, and Vermont Northern Railroad. They are all the same. I don't know of any railroad that has gone through so many changes and nothing really changed. The names speak of the inception of the railroad, its trials and eventual demise.

In the first installment I spoke of the St.J. mostly during the steam era and lightly touched on the diesel era. I'm going to elaborate a bit more on the this final era so you'll get a better understanding of what the overall essence of what the St.J. was and how I use this for my conception of my model railroad, the Maine and Western.

The St. J. was never a real financial success. By 1944 the railroad was bankrupt. The St. Johnsbury and Lake Champlain was reorganized in 1948 as the St. Johnsbury and Lamoille County Railroad. The Boston and Maine was still in control and sole creditor. The B & M provided three GE 70 Ton diesel locomotives M.U. equipped for the St.J. in 1948. Three more followed in 1951. These locomotives were painted in the orange body with black cab scheme. Steam was all but gone except for two 0-6-0 switchers for the St. Johnsbury yard.

These dependable diesel locomotives allowed the St. J. to revive being a "Bridge Line" connecting the Maine Central RR at St. Johnsbury with the Central Vermont RR at Swanton, Vermont. This turned out to be a shot in the foot for increased maintenance problems because of increased traffic coupled with lack of finances forced the sale of the railroad to the Salzburg interests.

During the Salzburg era the 70 tonners were painted in the classic orange, cream and black scheme. Financial problems continued and in 1967 the railroad was sold to Pinsky.

During the Pinsky era the railroad was touted as the "Bridge Route" as in covered bridges for the many along the line in which the railroad passed through. Pinsky acquired GP9's and Alco RS3's to bolster the railroad retiring the 70 tonners. The new used locomotives were painted in red, black and yellow. Roadbed maintenance problems, replacing worn out rail and frequent derailments because of the poor physical plant pretty much sank any hopes of the St. J. being a real bridge route.

In 1974 the State of Vermont stepped in and took over the St. J. by buying the entire railroad. The State provided minimal financial support for the new Lamoille Valley Railroad, which was operated by local businessmen in conjunction with the State. This didn't last long and soon went under. The last try was as Vermont Northern which barely got started before the St.J. finally was put to rest.

The St. J. never really changed. It wouldn't have survived whatever it did. The railroad had too many curves with too many grades, and because of this the speed of the trains was too slow. There wasn't any sound sizable financial backing with few industries to support the railroad. This is not to say the people behind the railroad didn't try their best to keep the St. J. going.

My wife, Jeanne, and I took a trip along the route of the St. J. this September, 2005. The only remains of the railroad are Fishers covered bridge and some of the trackage at St. Johnsbury. What is left of some of the roadbed is now an ATV Trail.



Now... about the Maine and Western.

I am freelancing my railroad but using parts of the Maine Central through Crawford Notch and the eastern portion of the St. Johnsbury and L.C. I'm sorry to say but the western portion of the St. J. just isn't that interesting, to me anyway.

My time period is late '40's to 1953. Since it's my railroad I get to fudge on the time a little. I picked 1953 as the cut off date because after that time the B & M and MEC separated their joint management. Remember I wanted to be able to have motive power from both of these railroads appear on my layout. Since the St. J. was under B & M control it is conceivable, to me anyway, you would see any of these at any time running along the line.

I should point out though that the St. J. and L.C. has been reorganized and renamed the Maine and Western. The M & W has also extended the line a little eastward through the Notch.

You see how all this works out? The mind is so devious sometimes.

The Maine and Western will struggle as did the St. J. with not so nicely kept roadbed, slow speed, mostly curves and that down home don't give up attitude of the New Englander.

The Maine and Western will also struggle at being a "Bridge Route" by having run through pool power. I know this is a modern concept but I want the M & W to survive. Hey! I have new management with a progressive attitude.

All my motive power will be from the transition era that has the railroad changing from steam to diesel. I will have Consolidations, Mikado's and 0-6-0 switchers along with GP's and Alco RS's. I probably won't run both at the same time though. I have the Mikado's in there because I like them and the MEC ran them through the Notch often double headed or with them as pushers. Since so little changed in New England during this time period a simple swap of motive power and a few car styles and I will be able to move the calendar year forward or backward a few years with no one the wiser.

So what will the layout be and what trains will run? What did I learn from a previous layout?

I'll do this in reverse order. This is the second M & W. The first layout had pretty much the same concept as this second layout so I know I was right on that.

That first layout covered two thirds of my basement. It was a walk-in of a serpentine nature and point to point with staging yards at both ends. The aisle width was 24" which proved to be too narrow. I had all the benchwork and backdrop completed. One staging yard was done. I had two towns completed with one having a major papermill. I was handlaying all my track and building my own turnouts putting in every spike by hand. It looked nice but was taking forever! I wanted a layout done in my lifetime. So I decided to dismantle that layout and go smaller. The new second M & W is more manageable and I can foresee it being completed.

Now how about a track plan?

One thing I noticed with the old layout I was only seeing one side of my locos and cars. I wanted to see both sides if I'm going to do all the detailing and weathering. This means the track will at some point have to cross itself so you get to see both sides. Hm... keep this in mind.

I also was doing a lot of handling of the locomotives and cars with the staging yard. They were taking a lot of abuse with all their delicate detail.

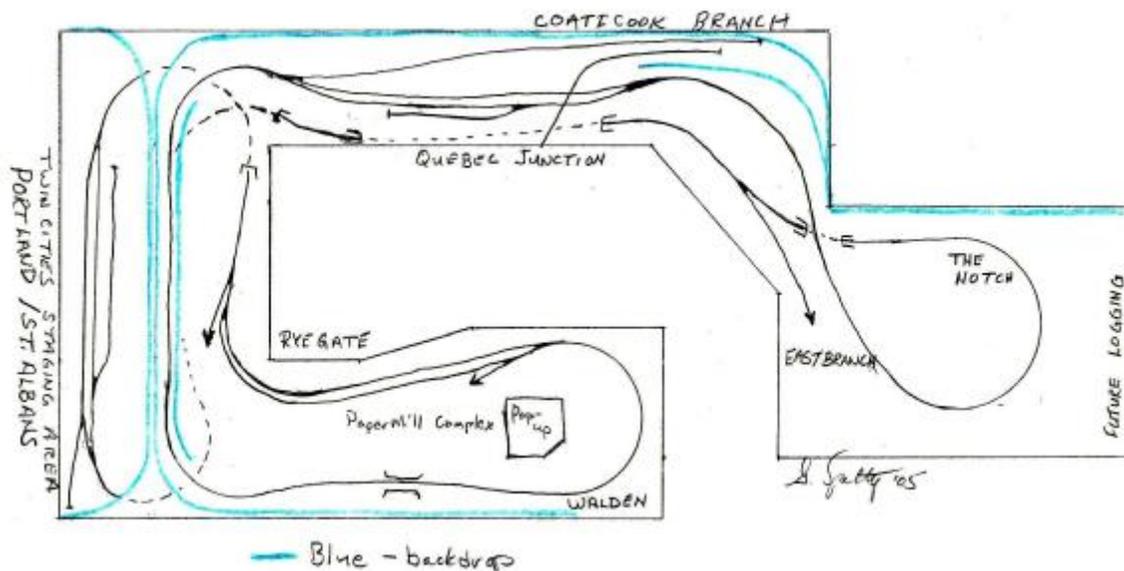
I also at times just like to run trains, having them roll through the countryside, much like a railfan at trackside.

So... I want a layout that I can walk in to, see both sides of my train, track cross over itself, run continuously, and be scenically appealing. Not too much to ask for is it? Other than the scenic issue I was stumped on getting my railroad do what I wanted it to. Then...brainstorm... it was so simple!

I had gone through a lot of track plans and John Armstrong's planning book when the K.I.S.S. principle hit me. The simplest of plans... an oval twisted over itself!

No way!

Wait a minute. With some embellishments it would work. Hm... a double twisted oval was even better. So the second Maine and Western was created.



This sketch is pretty much what I ended up with. I have made some refinements to the mainline though as I actually build my railroad. Size: 12' x 28'. 1/4" = 1'.

I also have learned to be flexible and if something doesn't work out as expected adapt to what you have and move on. I used to be a nitpicker and rivet counter. If this weren't perfect I became frustrated and things came to a standstill. Some model railroaders express the attitude of "good enough". Hm... sign me up!

Now what trains would I run? Well let's see what the St.J. ran.

What about the Boston and Maine? Remember the joint management? The St. J. and L.C., err...excuse me... the Maine and Western, which was under B & M management, can / will on occasion lease the parent company locomotives as back-up motive power.

Oh... this is becoming so easy!

I want my railroad to be part of the land as was the real St. J. For me this means single track most of the way. The scenery must dominate the trains. I love doing scenery. What more dramatic scenic area than New England especially in the fall.

I also like a railroad with character that identifies itself.

I admire George Sellios's layout, The Franklin and South Manchester. Here is a railroad with character. It might not be prototypically correct all the time but you feel the grime and grit of a railroad town / area. The railroad fits within the landscape. There are many mini scenes where the population interrelates with each other and the railroad. It is a characterization of railroading.

Another model railroader has the "Coal Belt "railroad. Jim Henderson I believe is the builder. He has several magazine articles dealing with the daily life on his railroad. His is a small railroad but with loads of character. He has a whole line of stories relating to his mystical railroad he tells and these stories seem very real.

The Maine and Western is a railroad that relates to people. It will survive. Yes, railroads are made up of metal, stone, wood, earth, coal, water, sweat and blood. If you leave out the human element you leave out the soul of a railroad.

Whew... pretty deep... Hugh?

Hm... my world in miniature as I see it.

Yep! I can deal with it.



Ask Doctor Dick (The Scenery Doctor)

OCRR@frontiernet.net

Bobbie writes:

I am just starting to look into installing switch machines on my model railroad and I am confused about how to wire a Circuitron *Tortoise* switch machine. Can you help?

Doc:

Sure.

Bobbie – this is not usually in the realm of scenery, but you know, one should look at their track as scenery, and make it look as good as possible, especially if you want to take close digital images. But I digress.

Ah – the wiring.

Most folks, about 70%, only wire contacts # 1 and #8 on the contacts on the bottom of the *Tortoise*. These two contacts are used to make the *Tortoise* actually move the tie bar on the turnout, which in turn moves the points into position.

The instruction sheet that comes with the *Tortoise* explains how to wire contact # 1 and # 8.

On the next page I have shown in the diagram the way I am wiring my *Tortoise* machines using a DPDT (double pole double throw) electrical switch.

In addition to the DPDP switch, I am also using LEDs to indicate the position of the points. The LEDs are wired in what is called “reverse parallel”. There is a technical bulletin – “Wiring Panel LEDs in series with *Tortoise* Switch Machines” # AN – 6000 – 7 which can be viewed on *Tony’s Train Exchange* website – see insert.

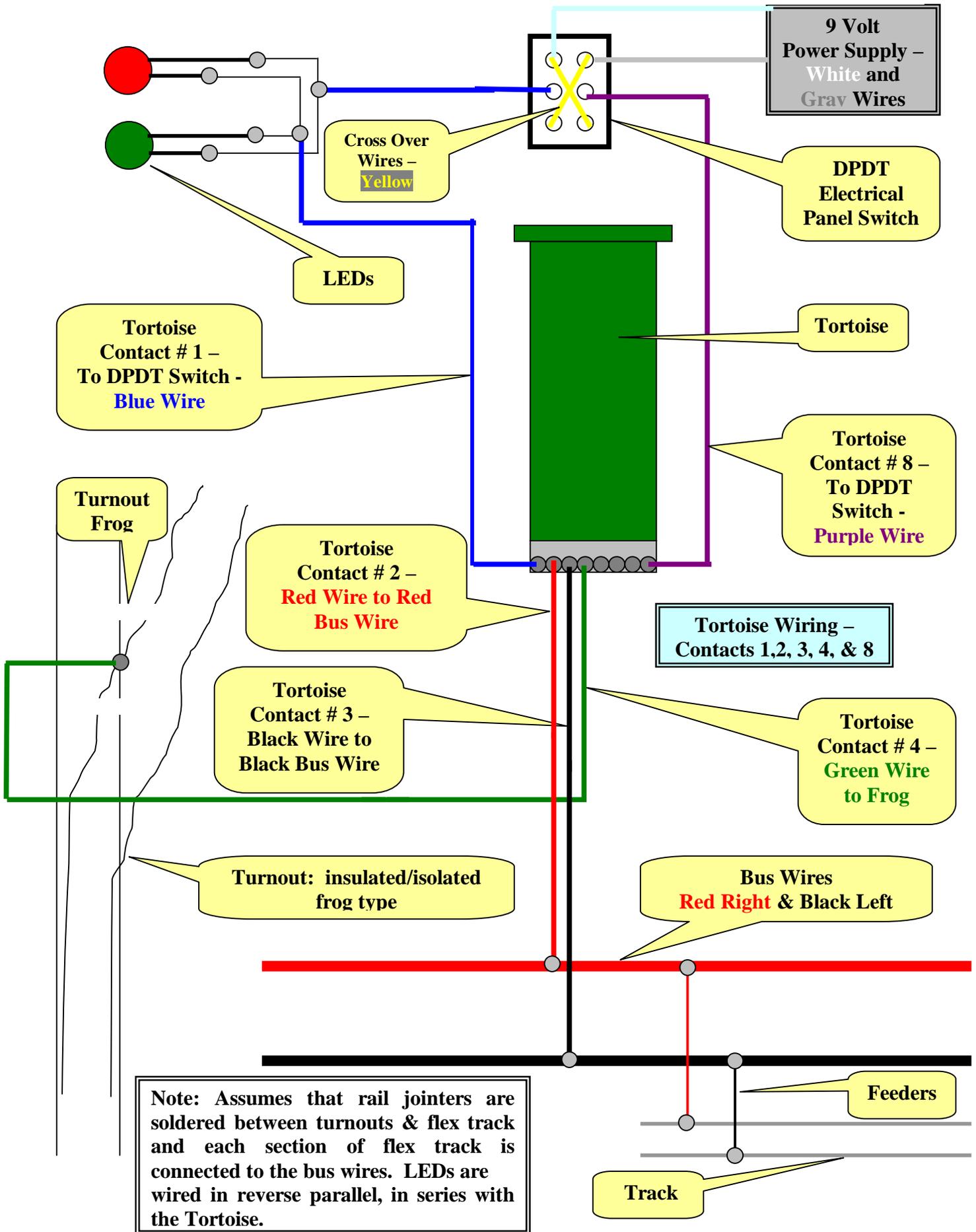
Basically you take a red LED and a green LED, connect the short lead of one with the long lead of the other and visa versa. Then insert this between the DPDT switch and contact #1 on your *Tortoise* machine. As you flip the DPDT switch, the LED will be either be red or green. And no resistors required in this application. Neat and simple. (Thanks to Mike Pyszczek for first explaining this to me some years ago.)

If you are using an isolated/insulated frog turnout (like the new DCC Friendly *Micro Engineering* code 70 or new Walthers/Shinohara code 83) and you want the frog be live and have the same polarity as the points and stock rail, you can use contact #4 – see diagram. Here the insulated frog will then change polarity as the *Tortoise* moves the points. You must also wire contact #2 and #3 to the respective stock rails or to the wire bus.

The diagram shows #2 and #3 wired directly to the bus assuming that the stock rails are directly connected to the adjoining flex track by soldered rail jointers. And each piece of flex track has feeders to the wire bus.

**For a more detailed explanation of
Tortoise Switch Machines wiring,
See the *Tortoise Application Notes* at:**

www.tonystrainexchange.com



Future Articles

Planning for DCC

Modeling Keuka Lake - Hammondsport

Modeling a Civil War RR

Hiding that Basement Pole

Designing the Bath, NY Yards

Video Review – Photo Mural Backdrops

Tortoise Installation Made Easy

Coming Next Month

A Station for Seigle Street

The Steamboat Mary Ellen

Care and Feeding of the Tortoise

Touring the Floquil Paint Factory

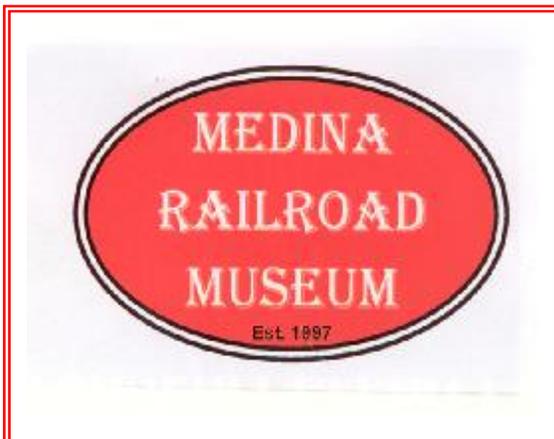
Editing Model Railroad Digital Images

Modeling an Interlocking Panel – Part III

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Coming Train Events for 2006

Updated 1- 25 -2006

- January 28 – 29** **West Springfield, MA** – Amherst Railway Society Big Railroad Hobby Show, Eastern States Exposition Grounds, Memorial Avenue. Info: www.AmherstRail.org
- January 28 – 29** **Cheektowaga, NY** – Winter Wonderland Limited, Train Show and Swap Meet, Info: 716-876-7031
- February 11 – 12** **Hornell, NY** – Hornell Model Railroad Club Open House, Info: www.hmrc.org
- February 11 – 12** **Port Hope, Ontario, Canada** - Ganaraska Railway Modellers 12th annual show
Port Hope Lions Recreation Center, Gifford Street. Contact: Jens at 905-797-2235
- 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
- February 19** **Syracuse, NY** – The Syracuse Model Railroad Club, Open House and Train Meet
James Street and Nichols Ave. Info: 315-452-0982
- February 26** **Copetown, Canada** - CARM Copetown Train Show A showcase of Canadian Railway Modelling
Copetown and District Community Center, 1950 Governor's Rd. just east of Hwy 52
Contact: Pete Moffett or John Johnston at www.caorm.org
- March 4** **Cobourg, Canada** - Cobourg Model Train Show Cobourg Lion Center
Elgin St. east of Division St. Cobourg
- 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 18 – 19** **Kingston, Canada** - Kingston Rail O Rama Model Train Show, New Location -
Ambassador Hotel, 550 Princess St. Kingston CRHA Kingston Division
- March 26** **Rochester, NY** – RIT Train Show and Sale, RIT campus. Info: www.ritmrc.org
- March 26** **Kitchener, Canada** - Kitchener Model Train Show, Bingemans Park Ballroom
425 Bingemans Center Dr., Kitchener. Contact: Ian 519-426-8875
- April 2** **Etobicoke, Canada** - Lakeshore Model Railroaders Assoc. Model Railroad Flea Market
Humber College, North Campus, Entrance D, 205 Humber College Blvd., Etobicoke
Contact: Steve McCoy 416-656-4498
- April 9** **Batavia, NY** – The Great Batavia Train Show, Batavia Downs Gaming, 9:30am – 3:30pm.
Donation \$5.00
- 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

Coming Train Events for 2006

Updated 1 - 25 - 2006

- April 23** **Woodstock, Canada** - Woodstock Model Train Show, Oxford Auditorium,
Woodstock Fairgrounds, West Ave., Woodstock. Contact: Ian 519-426-8875
- April 28 – 30** **Chatnam, Ontario, Canada – Chatham Express:** The NFR 2005 Spring Convention
Wheels Inn, 615 Richman Street. Info: 519-351-1100
- April 29 – 30** **Brampton, Canada** - The Great British Train Show, Jim Archdekin Recreation Center,
292 Conestoga Dr., Brampton. Contact: Mike Watts 905-683-0583
- May 5 – 7** **Medina, NY** –Day Out with Thomas, Medina Railroad Museum, 8:00am – 6:00pm
- May 6 – 7** **Lindsay, Canada** - Model Transportation Expo, Lindsay & District Model Railroaders
Victoria Park Armory, 210 Kent St. W., Lindsay
- May 12 – 14** **Medina, NY** – Day Out with Thomas, Medina Railroad Museum, 8:00am – 6:00pm
- May 19 – 21** **Montreal, Canada** - 3rd Annual CARM Convention, Montreal 2006 McGill University.
Go to www.caorm.org for full details. Celebrating 170 years of railroading in Canada.
- May 27 – 28** **Midland, Canada** - Midland District Model Railroad Club Model Railroad Show,
Midland Sports & Recreation Complex, King St., Midland. Contact: Paul at okppmcd@msn.com
- 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 12 – 13** **Gananoque, Canada** - Thousand Islands Model Railroad Show, Thousand Islands Model
Railroaders, Gananoque Recreation Center, 600 King St. E.
Contact: Bill 613-382-7575 or Rick 613-382-3244
- August 21 – 26** **Durango, CO** - 26th National Narrow Gauge Convention
- September 10** **Buffalo, NY** – Buffalo Central Terminal First Train Show. Info: www.buffalocentralterminal.org
- Sept. 30 – Oct. 1** **Brampton, Canada** - Brampton Model Railroad Show, Orangeville Shortline Model Railroad Club,
Brampton Fairgrounds 12942 410/Heartlake Rd., Brampton
Contact: Dave 705-435-4986 or Carl 416-499-1498
- October 20 – 22** **Parsippany, NY** – NMRA NER 2006 Fall Convention
- November 4- 5** **Syracuse NY** - Train Show and Sale at NY Fairgrounds
- November 12** **Batavia, NY** - The Great Batavia Train Show, Batavia Downs Gaming, 9:30am – 3:30pm.
Donation \$5.00
- December 9-10** **Rochester, NY** – The *New and Expanded* Two Day RIT Train Show and Sale,
Location – RIT Field House, many layouts displayed, largest train show in western NY.