

Rochester Model Rails

Dedicated to Quality Model Railroading

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ROCHESTER, N.Y.

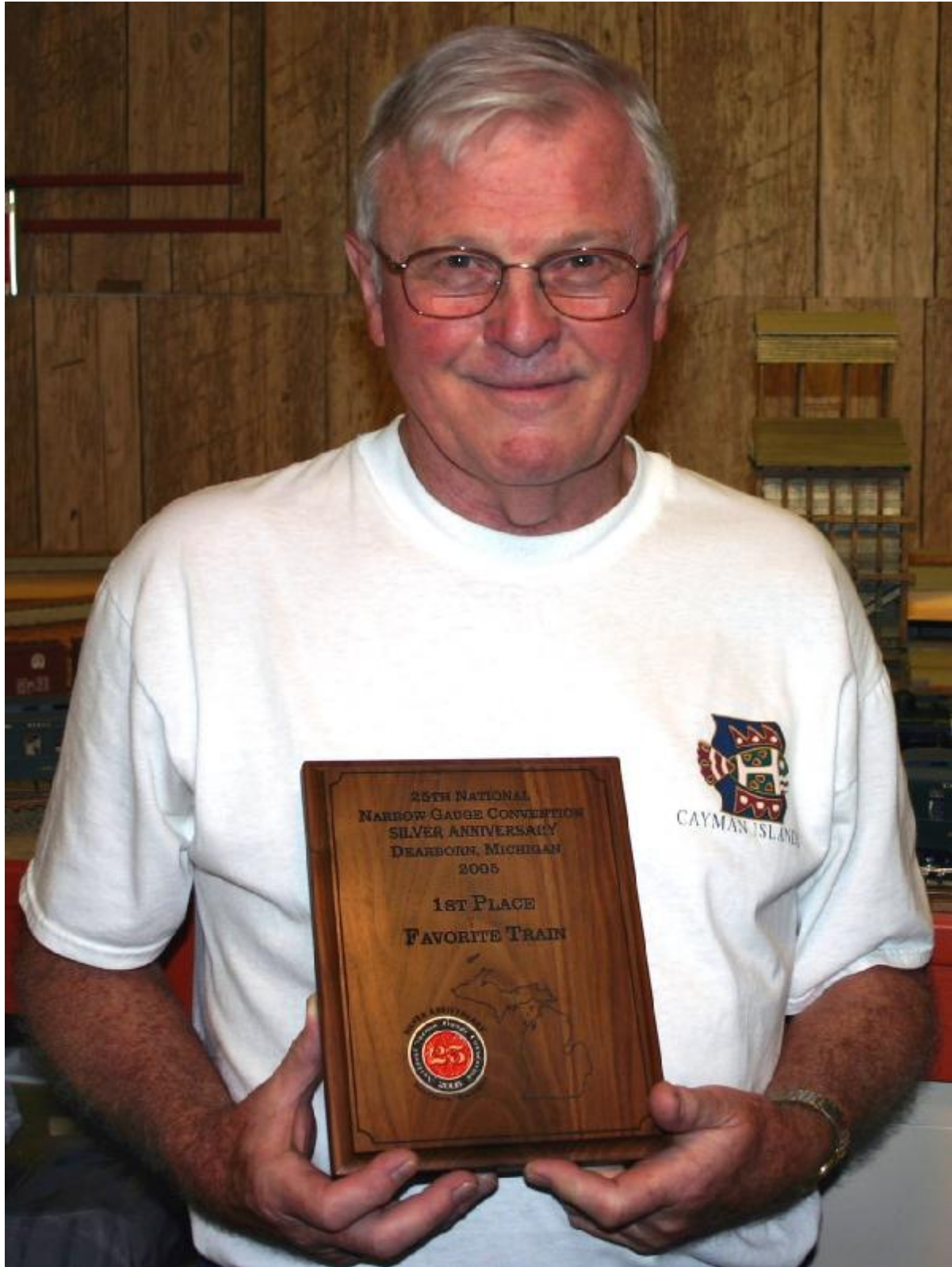
NOVEMBER 2005



Cumbres and Toltec Scenic Railroad narrow gauge train climbs to the summit of the Cumbres Pass.
Photograph by Gerald Brimacombe, copyright 2005.

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Dave Thompson of Henreitta, NY, won First Place in the Favoritor Train category at the 25th National Narrow Gauge Convention in September 2005. See photographs of Dave's On3 San Juan Train on pages 3 and 4.



Dave Thompson's Award Winning On3 Rio Grande San Juan Seven Car Train



After loading coal, engine No. 470, a D&RGW K-28, sets out to head the San Juan train.



Working diaphragms, operating couplers and safety chains (all to scale) complement the fine details used on the San Juan train.

Dave Thompson's Award Winning On3 Rio Grande San Juan Seven Car Train



This end of the parlor car shows the detail used for steam, air and signal lines used throughout the model of the San Juan train.

In 1937 the D&RGW RR introduced several modern luxurious passenger trains for narrow gauge operation. One of these trains, the San Juan, journeyed between Durango, and Alamosa, Colorado. If you were traveling from East to West you rode on train No. 215 and on train No. 216 if you traveled West to East.

Complete with steam heat, provided by the engine's boiler, a dinette in the parlor car and an electric generator for lights were some of the highlights of the new trains. One coal stove remained in most cars for emergency heating. Some open-ended platform cars were converted to closed vestibule coaches - extra comfort for the passengers.

Electrifying the passenger trains with a 110-volt Delco generator, located in a baggage car and using Skill Gas for fuel (propane) was a first in American railroading. The food and service was considered top rate and the T-bone steaks were reported to be the best with all the fixings.

The San Juan's trains were a bit late for passenger revenues to pay off. In fact it was the mail service that kept things going until February 1, 1951 when an era of American railroading passed into history.

The San Juan is the train Dave modeled for the contest held at the 25 Narrow Gauge Convention in Detroit, MI.



The D&RGW removed the diaphragm on one end of a closed vestibule coach when coupling to an open-ended platform coach as modeled here.

You *Can* Take It With You

Designing and Building a “Transportable” Layout

by Ned Spiller, MMR

The Move

After packing up the layout, I moved into an apartment in Atlanta. A friend offered to let me store the layout in a crawl space under his house. We laid some 2x4s on the ground and were able to slide the crates under the house, where they remained for six months through a Georgia winter. In the spring of 1997, I took a job transfer to Dallas. The movers put the crates on end in the moving van, and stored them in their facility in Dallas for a couple of months. I lived in an apartment in Dallas when I first arrived here. A friend offered to let me store the layout in his garage, so I had the movers deliver the crates there.



DL&S stored in garage

understanding.) As we were looking at houses, my first step would be to measure the garage; anything less than 21’ and the house was rejected.

In 1999, I started looking for a train room with a house attached. I had a basement in Atlanta, but here in Dallas they don’t have basements. Many model railroaders either convert their garages, build a second floor train room above the garage, build a separate building in the yard, or join a club. I knew I needed a space with at least 21’ along one dimension to house the layout (20’ plus a one-foot access isle for maintenance), and that became our first priority in house hunting. (My first priority - but my wife was very

We finally found a house that my wife liked where the garage had been converted to a spare room that was 21’x20’, just long enough. Once we got settled in, I was able to start preparing the train room. I removed a closet and repaired the ceiling and walls. There was a gap in the carpet where the wall had been, but I decided to leave it. The layout would cover it and, being a train room and my workshop, I figured I would probably spill

paint on the carpet sometime before we moved again. So it would be better to replace the carpet then. I also added light fixtures over the layout and workbench space.

Finally, the day came when I rented a truck and brought the DL&S to its new home. We joke that the neighbors must have thought we were moving in our dead ancestors, since the crates looked a lot like coffins.

Reassembly

So now I had the train room ready, boxes full of trains, structures, (and trees), and six crates full of DL&S layout.

The first thing I did was install a backdrop. I hung 1/8" Masonite on the walls and painted it sky blue. Where I had to cover a window and door (I lost the door from the former garage to the driveway, but sometimes we have to pay a price to enjoy our hobby), I used 1x2s to set the Masonite out from the wall.

Uncrating & Repairs

Uncrating consisted of setting each crate on sawhorses and removing the plywood and Masonite. I was anxious to see how the layout survived its journey, and was pleasantly surprised at how well it came through. The only topside damage I found was where a rail that had been superglued on a trestle had broken loose – probably from heat expansion. The major damage was to my telephone relay switch machines under the layout. The relays are fairly heavy, and they hang below the subroadbed on upside-down "L" shaped brackets that I had made from Plexiglas. Several of the brackets had broken at the joint, probably from shock during the move. The relays themselves were hanging by their wires. By laying the modules on their sides, it was easy to get to the broken brackets and I was able to re-epoxy them and reinstall them. I set up some test jumpers with 48 volts so I could test and adjust all the switch machines while they were easy to get to.



Modules set against backdrop so scenery outline can be traced. Note the electrical cables and the bald foam hill in the far corner.

Once the repairs on each module were done, I added the pre-numbered legs and diagonal braces and set the modules against the backdrop to trace out the ground level. Then I moved the modules out of the way and painted the backdrop scenery.

Benchwork

Finally, I was able to start reassembling the layout. I placed each module, bolted it to the next, and leveled it (using lag screws in the bottoms of the legs).

Track

Before reconnecting the modules, I cut out a couple of ties on each side of the joints in the visible track so I could slide in rail joiners. Once the modules were reassembled, I could slide the rail joiners to reconnect the track. Reconnecting the underground track was difficult in places. Working from underneath, or from access holes in the scenery, I had to work by feel to line up the rails and push the rail joiners in place using needle nose pliers.

I cleaned up the ballast where the turnouts would be reinstalled, and put them back in. I spiked down the hand-laid turnout and removed the temporary rails on top.

Electrical

The plug ended electrical cables had been coiled up under the modules. I rolled in the control box, reinstalled the main control panel, and plugged in all the cables. I reconnected and soldered the 14 gauge feeders, and was ready to go.

Scenery

The main electrical panel for the house had been in the closet I removed, and it wound up behind one corner of the layout. Fortunately, I had to do something with this corner of the layout anyway. When I built the layout in Atlanta, I had extended the backdrop away from the wall in this corner to hide some pipes. So in the new location, I had a big hole in the scenery to fill, right where the electrical panel was. I used foam insulation board to build a removable hillside to go in this corner. I can reach the panel from under the layout if I have to reset a breaker, but I can also pop out the hill if I need more access. And it also gives me access to work on the layout.



Final assemble with the backdrop painted.
The backdrop will cover the door.

When I reassembled the layout, I used Patch-N-Paint spackling compound to repair the joints in the plaster scenery, and used acrylic paints, ground foam, etc. to finish the repair. I sealed the streambed with the spackling compound, re-sceniced it, and then filled the gap with more Castin'craft casting resin. The joint is almost impossible to see. Finally, I reinstalled the trees that had been removed, and made several hundred new trees for the pop out hill in the corner.

Completion

The last step was to unpack and reinstall the structures and add the trains. The DL&S was back in operation! I was traveling a lot for work at the time, and it took about six months from the time I moved into the house until I had the layout back in operation. The layout had its first public showing in Texas when it was on the layout tour for the NMRA Lone Star Region Division 3 mini-convention in May, 2000. Several visitors commented that they were surprised that there was a nearly complete layout in the area that nobody knew about. (I also received several comments about how green the layout is, as many of the layouts in this area are Texas and Southwest based, and don't have a lot of trees.)



Expansion

When I was first designing the layout with the idea that I would relocate it in the future, I took into consideration the fact that I might not be able to get a space long enough for it to fit. So when I laid out the track plan, I made a location where the layout could be broken apart and reconfigured. At one of the module joints, the track is on three levels, but none of them is on a grade. Here, the layout could be split and by building a corner module, could be bent 90 degrees. This also gives me a place where, once I complete everything and do want to expand, I can make the layout larger and not give up the sections I have already completed.

Future Plans

Now that I have retired, we are considering another move. One thing is for sure, though, the DL&S will be coming with me, and a place for it will be first priority in any house that we buy or build. The pieces to the crates are neatly stacked in my storage shed ready to be reused.

I'm already giving thought to how I will improve the DL&S. I know I'll expand it – add a longer mainline run, more switching locations, and more staging. I'll also use the opportunity to convert to DCC. Converting would be easier than adding to my DC system, and the rewiring would be easier on my aging bones while the modules are lying on their sides. I would keep my telephone relay switch machines, but I would replace the big control panel with several smaller ones, and try to keep as much wiring as possible within each module.

Conclusion

It is possible to move a model railroad. With proper planning and construction, you can move it a long distance and/or keep in storage and reassemble it again. For those of you who, like me, work really slowly, this is a way to keep improving a layout and to enjoy it for many years. This is the final installment of Ned's article on how he moved his layout from Atlanta to Dallas. Parts 1 and 2 were in the August and October 2005 issues of the Rochester Model Rails. View a portion of Ned's layout below.



The Marble Train (no. 404) switches cars at the calcite mine in South Wallingford. The locomotive is an Atlas RS3. The mine is a kitbash of the Cornerstone coalmine kit.

NMRA Lakeshores Division Fall Meet

Features Clinics and Layout Tours

Clinics

"Personalizing Structures" by Leo Adamski



Leo will tell us how he fills the need for structures on his Mary-Land Northern RR, using parts from kits combined with common materials found in the average home. Leo decides on the size of the building and its purpose on the layout. He then cuts the kit parts to fit his design, and adds other details to complete a structure unique to his layout. Leo will discuss assembly, painting, weathering, and installation on a foundation to blend into the scenery.

"Building Craftsman Kits" by Bob Kaufman



Have you ever built an old-time kit using wood, metal, and even printed cardboard sides? Bob will show how he has done it, and explain how to improve simpler kits to come up to today's standards. Bob's layout was on the tour at the Auburn LSD Meet in Spring 03, where we saw his HO/HOn3 layout with many cars built from these kits.

"DCC for Older Locomotives" by Dave Mitchell



Dave will talk on his experiences with installing decoders and lighting in older locomotives. He will show how to test your motors for current draw and isolation, and show what motors need to be replaced and which ones work out just fine for DCC. He will also touch on installation of Can Motors, when motor replacement is required.

Information Presentations

Niagara Frontier Region Convention, April 06, Chatham, Ontario
 NMRA National Convention, July 06, Philadelphia PA

Model Contest

Bring as many models as you want to the contest. Attendees at the Meet will vote for the ones they like the best.



Layout Tours

Dick Senges will present his Oil Creek RR, Oil Creek Logging and Mining Co. RR & the Bath and Hammondsport RR – Hammondsport. Other layouts will also be on tour.



Saturday October 22, 2005 8:30 registration, program starts at 9:00am
Canandaigua Fire House, 335 South Main Street, Canandaigua, NY
NMRA Members \$3.00 Non-members \$3.00

Sociology of Model Railroading

Part 6 – Model Railroad Clubs

(Abridged Edition)

by John Bruce

A model railroad club is a formal organization, often incorporated, of model railroad hobbyists who make use of membership dues income, in addition to other business or endowment income as may be available, to build and operate a model railroad layout that is owned by the joint venture and used for their mutual benefit. The [New York Society of Model Engineers](#) is apparently the oldest such organization in the US, having been incorporated in 1926, but its web site says that it existed as an informal organization since the 1910s, though it didn't focus on model railroading in its earliest years.

In talking about clubs, we have an advantage in that two well-established organizations come about as close as any real-world institution can to matching the rationalistic expectations we might have of what a model railroad club ought to be. The [La Mesa, CA Model Railroad Club](#), part of the [San Diego Model Railroad Museum](#), has been building a model representation of the railroad line over [Tehachapi Pass](#). While the La Mesa club was founded in 1961, it lost its original building in 1978 and moved to San Diego's Balboa Park museum complex. This project opened to the public in 1982, though the overall layout is a work in progress. All features of the layout have been executed to a very high standard. As part of a public museum, the layout is required to be in operation on a near-daily basis, so that reliability and durability are key qualities. [Rensselaer Model Railroad Society](#) at the Rensselaer Polytechnic Institute was founded in 1947, but work on the existing layout dates from 1972. Like the La Mesa club, the standard of execution is very high, with equipment, structures, and scenery based on careful historical research. It is also regularly open to the public as an educational exhibit, but not as frequently as the San Diego Model Railroad Museum.

One of the key objectives we've postulated for hobby institutions in this discussion is to raise the public perception of our activities. Both of these clubs clearly do about as much as can be done to meet this objective, since both operate in cooperation with local government entities to serve a public educational and recreational function beyond the simple mutual enjoyment of the membership. A casual visitor receives an overall sense of quality and purpose that answers by itself the question "why are you doing this?" Certainly the experience of seeing these layouts helps educate the general public in what the hobby is capable of doing, and helps discredit the stereotype of adults engaged in an immature or eccentric activity.

The clubs also serve to set a high standard for activity within the hobby. The club layouts have been repeatedly featured in the model railroad hobby press. In both cases, they draw a regular membership from distances ranging hundreds of miles from their location. The interaction of talented members creates a synergy effect, and current as well as former members of both clubs

regularly publish worthwhile articles in the hobby press. The two clubs, in other words occupy the very high end of the bell-shaped curve that we would expect to show the distribution of quality in this type of enterprise.

What contributes to the success of these institutions? How does this success contrast with mediocrity or failure among other clubs? It might seem that the controlling factor before any other is the ability of a club to keep its venue for a long period. The history of all the clubs cited above, as well as most others, has involved the periodic need to vacate a rented or donated space. This usually puts all activity back to square one as the club attempts to find equivalent space and then rebuilds its layout. It appears that the current locations for both the La Mesa and Rensselaer clubs are relatively bulletproof, but the plans of a university or a museum complex can always change. It is likely that a decline in the standard of the exhibits for either club in the eyes of the institution would hasten such a change in plans.

Another club that has a similar arrangement with a local government, however, [The Model Railroad Club, Inc.](#) of Union, NJ, isn't on the same tier of execution as the other two. The [Pasadena Model Railroad Club](#) of Los Angeles, CA, owns its building and has open houses that are well-publicized in local media, but its standard is also not as high, and its layout is in fact not well set up for public viewing.

So permanence or longevity of venue, while important, isn't the single determining factor. The [Slim Gauge Guild](#), of Pasadena, CA, offers an example of a club that briefly appeared to be creating a layout at a standard of execution that matched the Rensselaer club (the La Mesa club's Tehachapi layout was not in existence at that time). However, the Slim Gauge Guild fell short of this standard after being in contention. I was a member of this club during the late 1970s, when it occupied its site on Colorado Boulevard in Pasadena, and while it was still receiving very favorable coverage in *Railroad Model Craftsman* and the *Narrow Gauge and Short Line Gazette*. As with both the Rensselaer and the La Mesa clubs, a large number of well-known figures in the hobby were members of the Slim Gauge Guild during this period, including several who have gone on to be well-known authors of railroad history books, a hobby magazine columnist, a supplier of highly accurate decals (since deceased), a well-known painter of railroad subjects (since deceased), major figures behind the restoration of the Santa Fe 3751 steam locomotive, and several key employees of hobby suppliers.

I've run into Slim Gauge Guild alumni in surprising locations all over the US. We're always happy to catch up with each other, but a frequent subject that comes up in such conversations is the fact that the experience of membership, while it had rewarding aspects, was essentially disappointing. The club lost its Colorado Boulevard space that contained its best-known layout about 1980, and it spent a number of years without a venue before finding its current, smaller space. Loss of venue has often been a driving factor for other clubs (like Rensselaer and La Mesa) to come back with a larger, better-executed layout, but this wasn't the case here. In fact, the club had lost much of its momentum even while it was on Colorado Boulevard.

A core group of hobbyists began the club in the late 1960s with the idea of creating historically and geologically accurate scenes of Colorado narrow-gauge railroading. The group's early work was prominently featured by Linn Westcott in *Model Railroader* at that time, an example of Westcott's ability to spot and foster worthwhile trends in the hobby. The group had a clearly focused objective, which was to create historically accurate scenes to a high standard. The model

equipment of the time, especially in HO scale narrow gauge, was barely operable, and the group developed a number of innovative techniques, including replacement of the motors in the model locomotives with precision Swiss instrument motors, to bring operation to an acceptable level. In the early 1970s, this was almost unheard of.

Narrow gauge equipment often had unusual features, such as brake beams that hung from the carbody and were visible outside the trucks and wheels, and the members developed viable ways to reproduce such features. The result was small-scale narrow gauge equipment that was operationally, mechanically and electrically reliable, at a standard of detail that routinely won model contests, at a time when the quality of much model railroad equipment was only moderate.

The idea of modeling historically accurate scenes on a model railroad was also something that had essentially not been tried. In the first years of the club's work at the Colorado Boulevard location, it scenically reproduced the Palisades area near Alpine Tunnel on the South Park narrow gauge line, as well as the Ophir Loop area on the Rio Grande Southern. However, progress quickly slowed after the first burst of energy, and as sometimes happens, grandiose projections began to exceed execution. The planned benchwork to support the full track plan was never completed in the approximately 10 years the club occupied that location, and only a few areas had complete scenery. Photos of the completed areas, however, were spectacular, as might be expected, and frequently appeared in the model press.

A major reason for the drop-off in work was loss of interest by members of the early core group. It's possible that the actual day-to-day work required to bring such a large project to completion began to seem daunting to people after the initial excitement of the early publicity and the fun of making projections. But as the early core leadership drifted away, nobody was left who could effectively coordinate and focus the work of the members. Instead, a second tier of members, enthralled with the early publicity, concentrated on having items of clothing made that featured the club's emblem and dominated business meetings with discussion of the club's "image".

This second-tier group then became the leadership core, although they didn't have the modeling talent, or the motivational and coordinating abilities, of the first-tier group that was drifting away. Nevertheless, they were able to dominate activities by becoming the group that would approve work. Electrical wiring came to a halt because the wiring "expert" was developing a grandiose wiring scheme that never appeared -- but until it did, no work could be done. Scenery work moved at a crawl because the core group felt that only they had the competence to do it at a high standard -- but no program was started to bring newer members up to that standard.

Indeed, the second-tier core group began to display [classic "in group"](#) behavior, undertaking projects on its own initiative without securing consensus in business meetings. The best-known example was the core member who, not long before an open house, destroyed the existing Palisades scenery area (which had been a signature feature of the layout in published photos), saying that he would replace it with better-quality work before the open house. Given the time available and the work required, this simply wasn't a realistic assertion. It might be interpreted as a version of bullying, in fact, where the second-tier core group could assert its power to create unpleasantness without the ability of ordinary parliamentary or consensus processes to control it.

As a result, little happened in the weekly meetings. The essentially obstructionist activities of the second-tier core meant that trackage was removed in strategic areas to prevent operation while some projected "improvement" was in the works. Areas of scenery would be completed to the bare hardshell level (which didn't require particular skill), but would then be abandoned for lack of further interest by the core group, who wouldn't permit newer members to continue the work. Most members, as a result, simply gathered at particular areas in the clubroom and compared notes on their personal modeling work. This did in fact create a synergistic effect among those members, and I received an outstanding apprenticeship in basic and advanced modeling skills as a result. However, this had no effect on the joint club effort.

I left the group in frustration not long before it lost its venue. It was plain that no one had the leadership ability to control the essentially bullying activity of the second-tier core once the first-tier leaders drifted away, and the overall effort had become futile. It's significant, though, that during this "decadent" period, the hobby press continued to feature the Slim Gauge Guild as a top-tier effort. This was partly due to the self-promotional activities of the second-tier core. The in-group, for example, wrote, photographed, and submitted an article on the club to the *Narrow Gauge and Short Line Gazette* without consulting the club in general, and featuring only their particular activities and equipment. But it was important to the hobby press as well to "package" the club's activities in a favorable light, a basic type of inaccuracy that's perpetrated by many journalists. While nothing could likely have brought the club to a realistic assessment of its position by that point, the favorable publicity certainly made such an event much less likely.

The club reassembled itself with fewer people after finding a new location. I never rejoined, but I've both kept in touch and mended fences with many participants over the years. A big difference was that the earlier version had been HOn3 only; the new one was both Sn3 and HOn3. While some of the second-tier core returned to the new version of the club, the Sn3 constituency was entirely new, and in succeeding years made considerably more progress on their layout than the HOn3 group had on theirs. The same obstructionism by the core members resulted in the same behavior, such as unauthorized tearing out of completed areas for "improvements", and vetoes of projects on the ground that core members would later do a better job. In recent years all but one of the former Colorado Boulevard members has left the group, and the Sn3 members have been able to assert control over unauthorized changes to the HOn3 layout. I wish them well, but the group's moment is clearly a generation past.

Effective focus and leadership ability are clearly the most important ingredients to prevent the kind of feckless activity that frustrates the intent of those who join a club sincerely wishing to achieve a significant goal, and which damages the reputation of the hobby with the public at large. A major task facing the leadership of a club is to be sure the bar of individual achievement is kept high enough to keep the club at large from deteriorating to a mediocre standard of execution. This requires a combination of tact and forcefulness.

John Nehrich of the Rensselaer club described in an article in *Railmodel Journal* the long-standing efforts of the club leadership to get the members to remove the low-quality mass-produced equipment of the 1970s from the club layout. This effort represents a key conflict in a club environment between members of less ability and those who want to see an overall higher level of execution. If the lowest common denominator is too low, there's a risk of satisfying only the lowest-ability members. (In fact, the tendency to cater only to the least critical, least demanding participants is a major problem now facing the hobby.) The result in the Rensselaer

club's case was apparently that a number of members went away mad, though these were the ones who took the low-quality equipment with them.

How the Rensselaer and La Mesa clubs have been able to satisfy demanding members, make clearly visible consistent progress, and maintain a high level of execution is a question worthy of further examination. It's the kind of story that ought to find its way into the hobby press, but hasn't. It seems likely that one component is leadership that is sometimes willing to be forceful for the common good if tact doesn't completely get the job done -- and clearly also leadership that is staying for the long term. All of these issues eventually probably boil down to questions of character, because although many club members may wish to avoid dealing with larger issues (saying, in effect, "I'm just here for the trains"), the larger issues will eventually affect the success of the group effort.

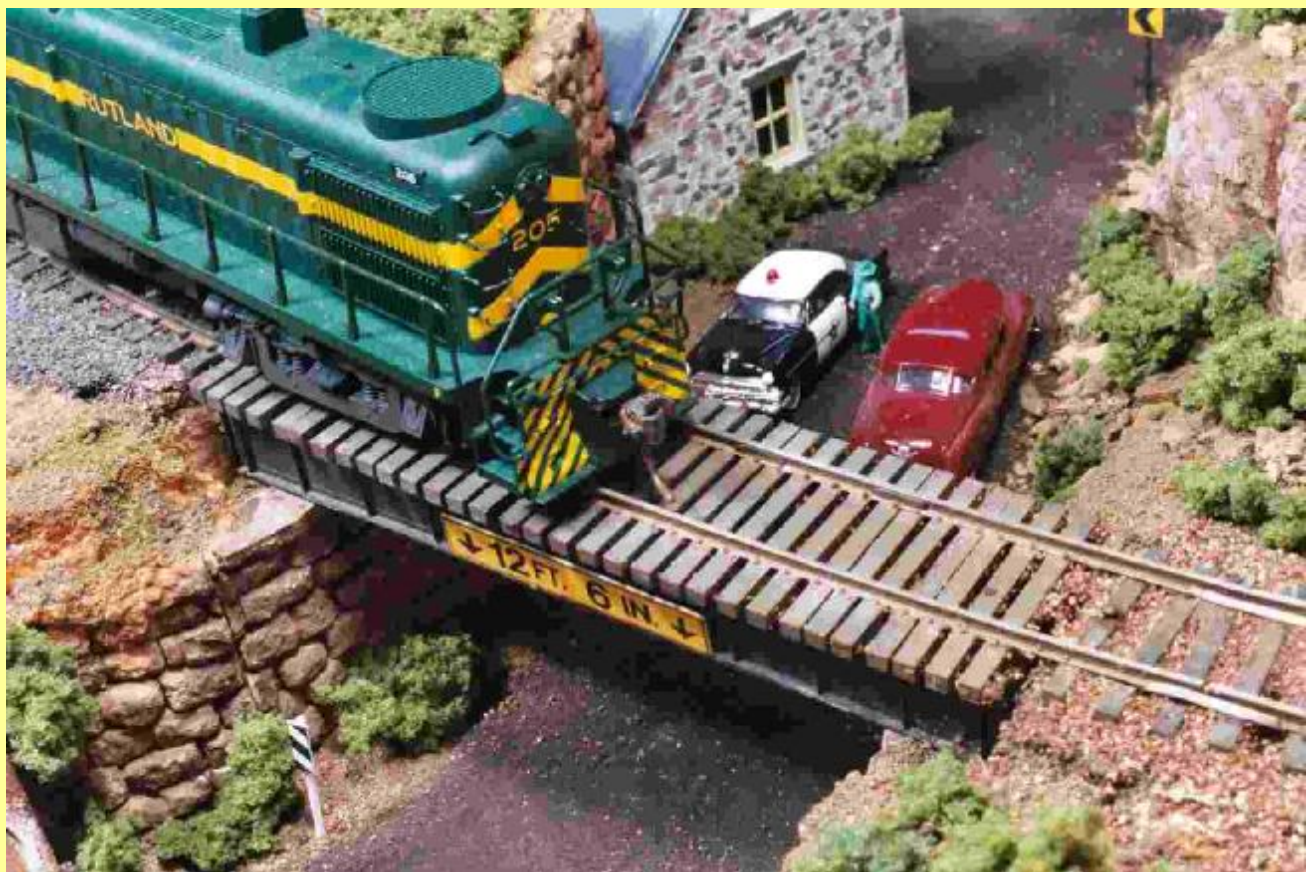
Next Issue – Part 7

The NNRA

John Bruce's Model Railroad

Los Feliz and North Western Railroad

www.trainweb.org/lnwfan



Future Articles

Modeling Keuka Lake - Hammondsport

Modeling a Civil War RR

Hiding that Basement Pole

Visiting the Cass Scenic Railroad

Video Review - Photo Mural Backdrops

*Visiting the Brunswick, MD,
Railroad Museum*

Coming Next Month

Rare Earth Uncoupling

**Sociology of Model Railroading - Part 7
The NMRA**

Leo Adamski's Mary-land Northern RR

Ask Doctor Dick - the Scenery Doctor

Train Events - Updated 2005/2006 Calendar

Any interest in an

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for the first 35 issues of the

Rochester Model Rails

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Don't Forget to Visit

www.railroadmuseum.net



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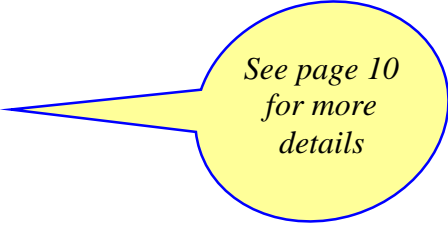
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Recommended Train Events for 2005/2006

Updated 9-30-05

- October 1 – 2** **Brampton, Ontario, Canada** - Brampton Model Railroad Show, 12942 Heart Lake Road
- October 7 – 9** **Stamford, CT** – NMRA Fall 2005 NER Regional Convention
- October 9** **Rush, NY** – RIT day at the New York Museum of Transportation
- October 13** **Rochester, NY** – NRHS meeting – Forty & Eight Club, University Ave., “New York’s Bridges”
by Jim Stewart
- October 15 – 16** **Bowmanville, Ontario, Canada** - Model RR Show, Bowmanville High School, 49 Liberty St.
- October 16** **Rochester, NY** – RIT Model RR Club Show and Sale, 10am to 3:30pm
- October 22** **Canandaigua, NY** – NMRA, NFR, Lakeshores Division Meet, Canandaigua Fire House,
335 South Main Street, Program starts at 9:00am, registration at 8:30am, \$4.00 non-NMRA
members, \$3.00 NMRA members. There will be clinics in the am and layout tours in the
pm. Also a popular choice model contest will be held – bring your models.
- Clinics:**
- Personalizing Structures* by Leo Adamski
Building Craftsman Kits by Bob Kaufman
DCC for Older Locomotives by Dave Mitchell
- Information Presentations:**
- Niagara Frontier Region Convention, April 2006, Chatham, Ontario, Canada
NMRA National Convention, July 2006
- Layout Tours:**
- Dick Senges’ Oil Creek RR, Oil Creek Logging and Mining RR, and Bath & Hammondsport
RR - (Victor, NY) website: www.trainweb.org/rmr
- TBD - (Canandaigua, NY)
- TBD - (Geneva, NY)
- October 29 – 30** **Mississauga, Canada** – Toronto Christmas Train Show, International Center, 6900 Airport Rd.
- November 5- 6** **Syracuse, NY** – Train Show and Sale at the NY Fairgrounds, 10:00am
- November 13** **Batavia, NY** – Batavia Train Show and Sale, Batavia Downs



*See page 10
for more
details*

Recommended Train Events for 2005/2006

Updated 9-30-05

- 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
- November 19 – 20** **Whitby, Ontario, Canada** – Model Railroad Show, Father Leo J. Austin School, 1020 Dryden
- November 31** **Syracuse, NY** - 31st Annual CNY Train Fair, NYS Fairgrounds
- 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
- 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: TomMcColloch 585-872-6106
- 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
- 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
- November 4- 5** **Syracuse NY** - Train Show and Sale at NY Fairgrounds