

# ***Rochester Model Rails***

*Dedicated to enhancing the enjoyment of area model railroading...*

VOL. 1, NO.3

ROCHESTER, N.Y.

OCTOBER 2002



**BIG SMOKE ON THE GENESEE ROUTE** – Reaching daylight at the west portal, GP9 7412 breaks through the tunnel near Geneva Junction, NY on the RIT Club’s fictional HO scale Rochester & Irondequoit Terminal RR.

## **A Glance At The Rochester & Irondequoit Terminal Railroad**

By OTTO M. VONDRAK

The RIT Model Railroad Club is a relatively new club, when compared to schools with 50-year-old groups like RPI and MIT. Who knew our humble beginnings in the TV lounge of Ellingson 9 South would lead to today’s model railroad empire?

### **Genesis: 1996**

The first railroad to hold the name “Rochester & Irondequoit Terminal” was a small 4x8 layout that I built during my freshman year. The frame was 1x4 pine, with 1x3 cross-members. This allowed a 4x8 sheet of 1” Styrofoam to be set inside it.

*(Continued on Page 4)*

## Resources:

Model Railroading Contacts in 'Upstate' N.Y. Areas



### NMRA - Niagara Frontier Region

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

**President:** C. Richard Roth, PhD

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

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6989 Glory Ct., Mississauga, Ont. Canada L5N 7E2  
[905] 824-6247 (NFRT@hq.nmra.org)

**Achievement Program Coordinator:** Peter Nesbitt

1858 Cloverlawn Cr., Cloucester, Ontario K1J6V2  
Canada

**Editor, FLIMSY:**

Craig Dunn  
(Craidunn@enoreo.on.ca)

**NER Webmaster:**

Lex Parker, MMR  
(lex@drgwrr.com)

### Lakeshore Division (LSD)

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

**Superintendent:** Bill Cialini (blt2haul@aol.com)

1851 Clark Rd., Rochester, NY 14625

### Southern Tier Division (STD)

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

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

*In New York - Erie & Niagara Counties*

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

### Allegheny Highlands Division (AHD)

*In New York - Allegheny, Cattaraugus, Chautauqua counties.  
In Pennsylvania - McKean, Warren, Erie, Crawford, and Potter counties.*

**Superintendent:**

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

### NMRA - Northeastern Region

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

**President:**

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

**Tustee:**

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

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

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

**Superintendent:**

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

### Model Railroad Organizations in the Area:

#### **Edgerton Model Train Exhibit**

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

#### **Genesee G Gauge Railway Society**

Contact (PRRTrainman@cs.com)

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

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

#### **Genesee Society of Model Engineers**

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

#### **RIT Model Railroad Club**

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

#### **Rochester Model Railroad Club**

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

#### **Toy Train Collectors Society**

Rochester, NY  
Contact:

#### **Toy Train Operating Society**

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

#### **Tuesday Night Gang**

Rochester, NY  
Contact: Lou Nost (louis.nost@usa.xerox.com)  
Contact: John Klahn (john.klahn@excellus.com)

#### **Williamson Model Railroad Club**

Williamson, NY  
Contact: Bob Lootens (RAL@FLTG.net)

### Prototype Railroad Organizations & Museums

#### **National Railway Historical Society, Rochester Chapter**

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

#### **New York Museum of Transportation**

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

#### **Medina Railroad Museum**

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

(Continued on Page 3) †

# THE HOUSATONIC AND CAYUGA RAILROAD

## 'The Time Warp Line'

By Dave Flinn, Lansing, NY

The Housatonic and Cayuga Railroad is a model railroad to-be that has some basis in fact on the Berkshire (Housatonic) line of the former New York, New Haven and Hartford Railroad, running between Danbury, CT and Pittsfield, MA. The H&C runs from Somewhere, in the Housatonic River valley, to Elsewhere, in the Finger Lakes Region of New York, in the vicinity of Cayuga Lake. How it crosses the Hudson River and passes through the Catskill Mountains is left to your imagination, as well as mine; but, along the way, it serves the town of Pigsville, which is situated on the state line between Connyork and Newecticut.

The era of this railroad is basically the 1950s, but occasionally one glimpses modern motive power and rolling stock, hence the "time warp."

At this time, the H&C's only motive power consists of two 0-6-0 switch engines and an ex-NH RS-3; but additional motive power is provided by assorted New Haven RR locos, both steam and diesel, and Milwaukee Road 4-8-4 Number 261, and a "leased" MRC C44-9W (our most modern power to date!) For other rolling stock, the "Brass" of the road recently acquired two deluxe passenger cars from Pullman for executive use: Piker, a short sleeper-parlor-business car and Oscar, a short open platform observation car. We also have our own "Big Hook" with its accompanying boom car and a rotary snowplow, along with some other "borrowed" MOW equipment. From time to time, we acquire additional rolling stock, right now a stock car and a drop center flat car. We have a couple of "cabeese" on order at the paint shop, one of which will serve the MOW Department as a track cleaner.

## Resources

(Continued from Page 2)

### Rochester Area S Gaugers

[www.trainweb.org/rasg](http://www.trainweb.org/rasg)

Contact Charlie Smith (AF) at 381-7474 or Mike Shea (scale, trolley, and narrow gauge modeling) at 865-4978

Information on the national S scale convention can be found by visiting the National Association of S Gaugers at [www.nasg.org](http://www.nasg.org)

Much information about S scale modeling and manufacturers is also found on this site.

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

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

Regular traffic will be primarily mixed freight, but some passenger service will be provided, usually with New Haven RDC units and occasionally with older NH cars and any available locomotive.

There is also an occasional business train or railfan special, using a modern full-length deluxe dome car and an open platform observation car, along with assorted NH equipment, pulled either by the 261, an Alco RS-1 (NH #0673, whose prototype can be found operating at the Danbury Railway Museum), an Alco RS-11 (NH #1402, which is also at the DRM) or an eclectic assortment of whatever other NH locos are sitting around the yard. These include 0-8-0 #3401; 4-8-2 # 3301; two more RS-1's #0664 and 0667; three RS-3's #0503, 530 and 537; an FL-9; and S-1 #0995.

Control will be by DCC; but, at this time, there is no running trackage, just some "portable" storage tracks. As this is written, there isn't even any right of way, although "land acquisition" is in process.

\* \* \*

## Local Model Railroader / Photographer Wins Second in Convention Contest

Local Model Railroader Dave Thompson won second place in the black and white prototype category photo contest at the 22<sup>nd</sup> Narrow Gauge Convention September 4-8 in Warwick, RI. The prize-winning entry was his photo of the D&RGW locomotive No. 487.

The convention format was traditional with clinics in the morning and night, and layout tours in the afternoon. About 17 layouts were on tour from Providence, RI to north of Boston including the famous Franklin and South Manchester Railroad by George Selios of Finescale Miniatures. Layouts also included some spectacular outdoor G (F scale) layouts.

The convention included about 100 manufacturers and retailers of model railroad supplies and equipment. It was fun talking to the owners such of companies as Caboose Hobbies, B. T. S., Mt. Albert Scale Lumber, P-B-L, and Miller Models.

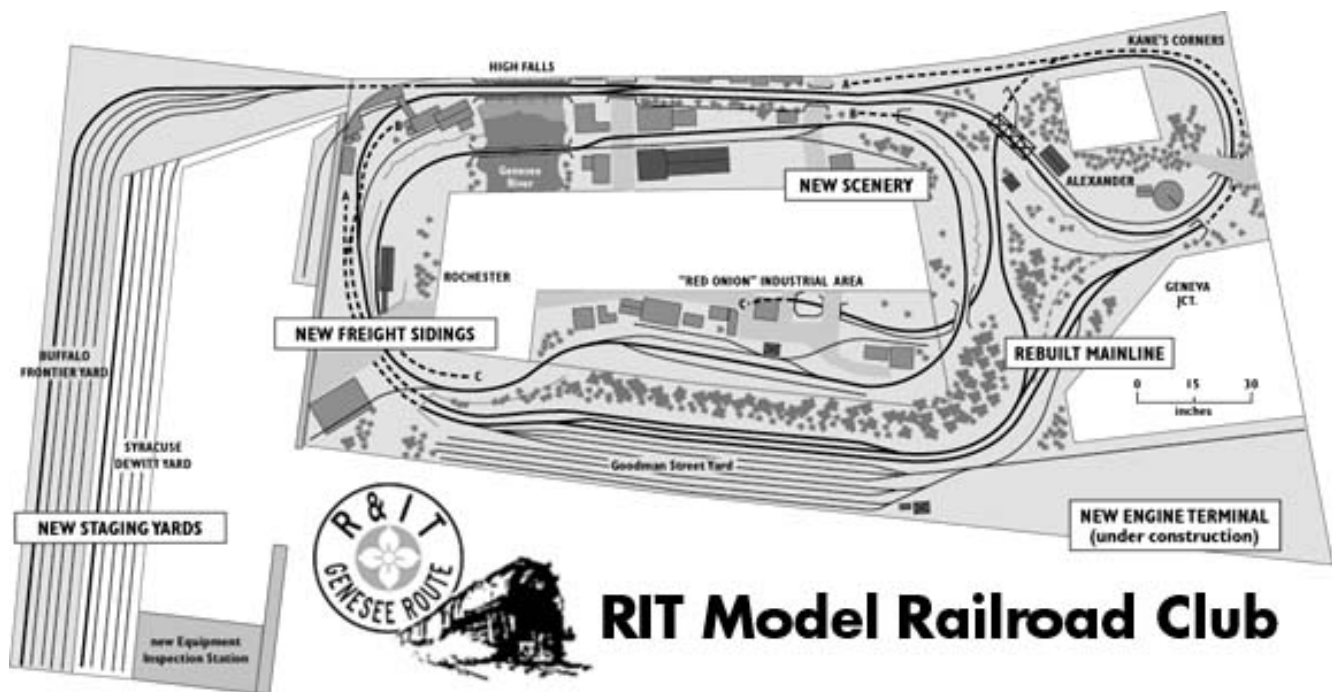
The layout modules were very impressive. The one I like the best was the Silverton Central Railroad, an Sn3 layout, by Jon Addison of St. Petersburg, FL. Jon is one of the best modelers in the world and his SCRR modular layout was extremely impressive with scratchbuilt structures, trestles, water, on board sound, and superb scenery. Jon also gave one of the clinics entitled "20 Tips for Becoming a Better Modeler".

A very interesting part of the convention was meeting the people. Such as Haruhiko Suga from Japan. He had entered a small mini layout which contained a very small scale railroad the went in a circle while the base revolved in the opposite direction resulting in the train appearing to stand still. Unique to say the least. Haruhiko has his own model railroad business card and web site too.

--(from Dick Senges)



## Rochester & Irondequoit Terminal Railroad – (continued from Page 1)



## RIT Model Railroad Club

The layout was a simple design, but consisted of a yard, a passenger station, and a couple of freight customers. This first R&IT was saved, and brought home, but subsequently lost when my family moved. Many of the structures were saved, however, and have been recycled for use on today's club layout.

It was during this time that Tom Rohatsch made a visit to Ellingson 9 and saw the potential. Freshman year was drawing to a close, but upon our return in the fall, we came together with a common idea: have some fun while building a model railroad. The two students campaigned to flesh out the roster with warm bodies. Our early roster was padded with many of our friends, in hopes to get approval and get the ball rolling.

By the middle of that year, we were recognized by Student Government as a club. In February 1997, SG granted the club use of a room that was recently vacated. The only stipulation: only use of half the room was allowed. The reason we were told was that we would be sharing the space with another club, the Model Airplane Club. Oh, and did we mention the hideous paint, old furniture storage, curved rear wall, and low, sloping ceiling? The office formerly housed *Techmilla*, the RIT year book. Vacant for three years, we managed to clean it up the best we could and make do with what we had.

Now that we had a permanent home, the design process could begin. Most of the larger layouts that we were familiar with were point-to-point linear systems that were usually two to three feet deep in rooms that measure 75 feet or more. We were not so fortunate. If we estimated our allotted space to be 10' x 25', that meant that we had a potential mainline running length of 65'. So in the end, how did we manage nearly 200'?

The original plan was for this layout to become part of a larger around-the-walls system that was to encompass the entire room. When we realized that we would not be allowed to use the rest of the room right away, we switched gears. We would build a double-track demonstration railroad to hold the interest of our members, as well as demonstrate to SG that we were serious about building a railroad.

The construction of the early benchwork was headed up by Tom, E.J. Ryder, and myself. We had come back early from our spring break because we were so anxious to get started! Once classes had started up again in mid-March, we had the rest of the benchwork complete. This swift, organized progress was soon to become a RITMRC trademark!

A double-track main was laid, and we held an official Golden Spike ceremony on April 1, 1997 (coinciding with Conrail's start-up date in 1976). It must have been important, since our picture was in the *Democrat & Chronicle* the next day. That summer, the track was dis-assembled and stripped back to the bare framework for phase two of our railroad's development. Upon our return in the fall, we began to formulate ideas for our new railroad. The first revision came to the yard area, which used to be located on a small stub next to our "office space." We decided that this would be the location of future reverse loops, and that the yard should be moved out into the front where all the action could be seen.

(To be Continued)

# Pennsylvania Railroad Cabin Cars

By Jack Matsik

My collection of PRR rolling stock and locomotives has grown over the past 45 years to include 70+ classes of freight cars, 25+ classes of passenger cars and 75+ classes of locomotives (steam, electric, diesel). About six years ago, I realized I had 53 cabin cars in my collection and, knowing that my layout couldn't handle that many actively at any given time, I began to wonder if I shouldn't thin my collection to a specified modeling time. Wouldn't 53 cabins of the Standard Railroad of the World be a little boring?

I began to research my PRR library on cabin car information and was pleasantly surprised to realize that, when you look at the overall history of the PRR from 1900-1968, the Standard Railroad of the World was more colorful and varied than one was led to believe! During that period of time the cabin cars used 5 different paint schemes, 4 different lettering schemes, 4 different classes of trucks and 3 different styled marker lamps. Add to that many variations of paint trim to handrails, roofs, roofwalks, cupolas and trucks; use of antennas, collision posts, K brakes and AB brakes; and service usage in freight, MofW and express passenger.

I realized I had enough cabin cars to represent most of the different variations historically from 1900-1968. This led me to a monumental decision: why not split my collection into four decades of operation (1930-1939, 1940-1949, 1950-1959, 1960-1968). I certainly had enough rolling stock and locomotives to accomplish this; it would satisfy my dither of having to choose only one period to model; and it would be fun to historically model all those decades. All I needed was two more lifetimes to accomplish this endeavor, but, thanks to retirement, I'm working on it!

Let's start with the PRR Cabin Car history. I have found 19 cabin car classes that existed from 1872-1968 (NA, NB, NC, ND, NDa, NE, NEa, N4, N5, N5a, N5b, N5c, N5d, N5e, N5f, N6a, N6b, N8, NX23). The N class designation comes from the letter "n" in the word cabin. Four-wheel bobbers were class NA, NB, NC, ND, NE and NEa. Classes NA, NB, NC, ND, NDa, NE, NEa, N4, N6a and N6b were wooden cabins. Classes ND, NDa, N4, N6a and N6b had steel underframes. Classes N5, N5a, N5b, N5c, N5d, N5e, N5f and N8 were steel cabins.

Prior to 1920, the PRR consisted of the Pennsylvania Railroad (Lines East) from Pittsburgh east to New York and Washington D.C. and the Pennsylvania Company (Lines West) from Pittsburgh west to Chicago (Pittsburgh, Fort Wayne, & Chicago Railway - PFTW&CRy.) and from Pittsburgh west to St. Louis (Pittsburgh, Cincinnati, Chicago & St. Louis Railroad - PCC&StL RR).

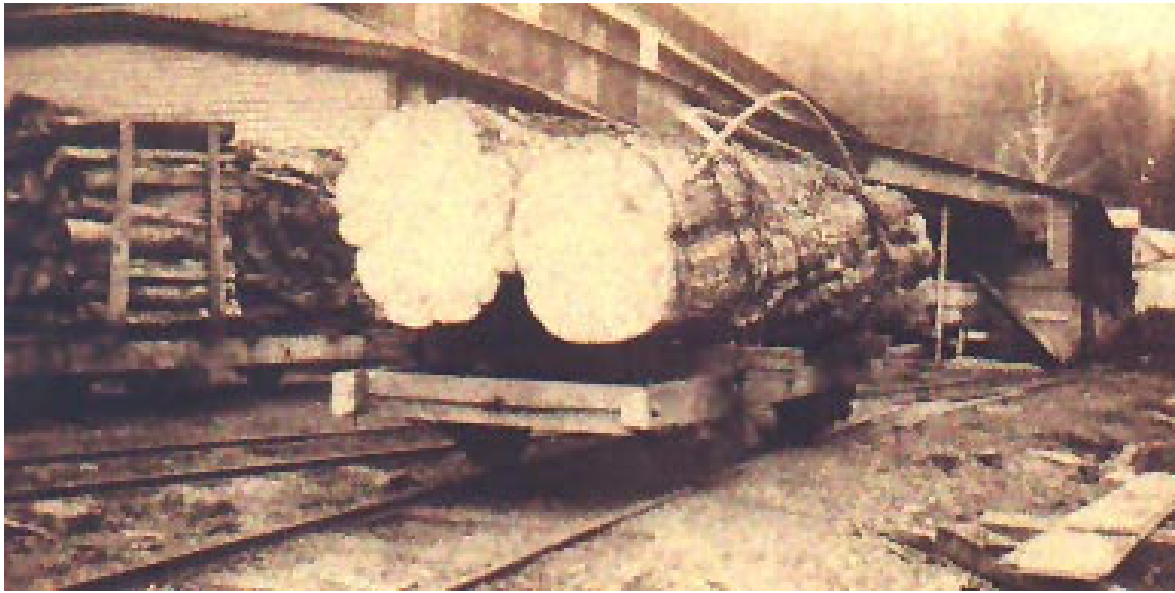
In 1920, all were consolidated officially into the Pennsylvania Railroad. Lines West (the "P" Co.) built cabin classes NA, NB, NC, NE, NEa, N6a and N6b. Lines East (PRR) built cabin classes NA, NB, NC, ND, NDa, N4 and N5. The PRR (after 1920) built cabin classes N5, N5a, N5b, N5c, N5d, N5e, N5f and N8. Cabin classes N4, N5d and N5e were one of a class. Class N4 was numbered 488251 when built in 1915, renumbered to 475289 in 1920, then to 492415 in 1966 (MofW service). Class N5e was numbered 477594 when built in 1945. The N5e cabin still exists today in Utica, NY next to the Amtrak Utica Station (old NYC station). I believe it's a local Historical chapter there that has it on display.

Classes ND and NDa were identical classes except the NDa had a modified frame to use four-wheel archbar trucks. Classes NE and NEa were identical classes except for the cupolas: NE had a wide style while NEa had a narrow style. The wide style cupola was 3 inches wider than the car body on each side with straight sides and a flat roof (PRR's wide vision caboose built in 1902). The narrow cupola had slanted sides tapering in to the cupola roof with a higher round roof. The NE was built by Lines West for use on the PFTW&CRy while the NEa was built by Lines West for the PCC&StL RR. The PCC&StL RR had 10 restricting tunnels on the Panhandle Division requiring the narrow styled cupola.

The N6a and N6b class cabins were built by Lines West and were identical cabins except the N6a had the wide style cupola while the N6b had the narrow style cupola for the same reason as the NE/NEa classes. Some N6b classes have centered cupolas while others are offset. All were rebuilt in Lines West shops from classes NB, NC and NE by stretching their bodies: adding equal amounts to both body ends made a centered cupola; adding all to one body end made an offset cupola. N6a class rebuilt into N6b class (changed cupolas) from 1920-1949. All N6b cabins built without toilets in them!

Collision posts and Ajax brake wheels were added to N5 class starting in 1939. Ajax brake wheels were added to N6 class starting in 1943 when upgraded to Westinghouse AB brake system. PRR cast large single coil trucks (class 2A-F4 or 2A-F5) started use in all cabin classes in 1938. Radio antennas, transmitter coils and receiver coils were used on steel cabin cars only, starting in 1946 on the Middle and Pittsburgh Divisions (removed 1966). Classes NE, NEa, N6a and N6b had little side end windows for Watts marker lamps till 1927 when they were removed and covered over with siding. Four different styled 4-wheeled trucks were used over the years: Archbar with leaf springs, Bettendorf with leaf springs (some with coil springs), cast large single coil spring (PRR class 2A-F4 & 2A-F5), Barber-Bettendorf with leaf springs.

Additional articles will be forthcoming on *PRR Cabin Car Painting and Lettering Schemes, Rebuilding a Model Power N6b Class Cabin Car, Rebuilding a Bowser N5 Class Cabin Car to As Built, Detailing Bowser N5 and N5c Class Cabin Cars, Detailing a Main Line N6b and Quality Craft N6a Class Cabin Cars, Building an NC Class Cabin Car from a Life-Like 4-wheel Bobber Caboose and Building an N4 Class Cabin Car from a Quality Craft N6a kit.*



**A car of 42-inch diameter hard maple logs on the Treyz (Russell Brook) Railroad**

## **The Russell Brook Railroad**

*A small logging railroad which could be modeled*

**By Frank Smith**

The Russell Brook Railroad was located near the hamlet of Cooks Falls, Town of Colchester, County of Delaware in the Catskill mountains of New York State. Russell Brook is a stream that is approximately eight miles long, the origin being in two lakes, Cables and Mud Pond and many springs. It flows from these lakes through a heavily forested hardwood valley to the Beaverkill River, the headwaters of the Delaware River.

Mr. George I. Treyz was the owner and operator of destructive wood distillation plants (chemical-charcoal plants) in New York State. Mr. Treyz owned more than 8,000 acres of the Russell Brook valley plus chemical plants at Cooks Falls and Horton, N.Y. These plants had a never-ending appetite for hardwood cordwood. The Cooks Falls factory, a retort plant, used about eight to 10 cords per day while the Horton plant, an oven plant, could use up to 35 cords a day. A cord is four feet high, four feet wide, eight feet long – you do the math – how many miles of wood was used in these plants in a year? They ran on a 365-day schedule.

The wood in Russell Brook Valley was eight to 10 miles from the Cooks Falls and Horton plants. The roads were dirt and built by horse, shovel, pick and manpower. A team of horses and wagon could carry one and one-half cords of wood. Even with 18 teams at Horton, the weather rain, snow and bad roads made the task impossible,

The railroad idea was born of necessity and in 1908-1911 construction was started. The head of the valley is hundreds of feet above the foot. The challenge of making a roadbed and laying a track was met with the use of black powder, wooden trestles, picks and shovels. The completed road was five miles long (I am sure with a lot of blood, sweat and frustration. The engine was gasoline-powered. The main requirement was to help with the braking on the downhill grade and to have enough power to pull the empty cars back up for another load.

It was soon found out that the railroad could not only bring out cord wood but would be able to bring out saw logs, so a sawmill was constructed at the Cooks Falls site. The Cooks Falls factory was easily supplied, but the Horton plant was still more than four miles away. How could this problem be solved?

The plant at Horton was on the main line of the New York Ontario & Western Railroad. Mr. Treyz, a very energetic and far-sighted person, knew if he could hook up with the main line at Cooks Falls his problem would be solved. There was one obstacle in his way – the Beaverkill River. The Brooklyn Bridge had been completed by the Robling Co. Who better to solve the problem? They (Robling) were contacted and a suspension bridge was designed and built.

The railroad ran for a number of years, but with the dismantling of the Cooks Falls plant, better roads, motor trucks, plus the high upkeep, the railroad was no longer needed by the early 1920s.

Only traces of the old roadbed remain.

# THE CALL BOARD

## OCTOBER 2002

- Oct. 5:** Rochester Chapter NRHS fall foliage train rides on Ontario Midland Railroad; departures from Sodus, NY at 11:30a.m. & 2:15p.m.
- Oct. 6:** RIT Fall Train Show, RIT Student Union, Henrietta, NY 10a.m.-2p.m.
- Oct. 6:** Rochester Chapter NRHS fall foliage train rides on Ontario Midland Railroad; departures from Sodus, NY at 11:30a.m. & 2:15p.m.
- Oct. 12:** Rochester Chapter NRHS fall foliage train rides on Ontario Midland Railroad; departures from Sodus, NY at 11:30a.m. & 2:15p.m.
- Oct. 12-13:** 2002 Model Train Show, Utica Station, Utica, NY, Saturday 10a.m.-5p.m.; Sunday, 10a.m.-4p.m., Utica Chapter, NRHS
- Oct. 13:** Falling Leaves Train Show, Hearthstone Manor, 333 Dick Rd., Depew, NY (TTOS sponsor)
- Oct. 13:** Rochester Chapter NRHS fall foliage train rides on Ontario Midland Railroad; departures from Sodus, NY at 11:30a.m. & 2:15p.m.
- Oct. 18:** Allegheny Highland Division meeting at Christ First United Methodist Church, Jamestown, NY, 7p.m.
- Oct. 20:** Southern Tier Railfest, Heritage Country Club, Watson Blvd. Binghamton, NY, Susquehanna Valley Railway Historic Society (railfestinfo@aol.com) or phone 607-775-1267
- Oct. 20:** Western NY Train Masters Model RR Flea Market (Contact: 716-832-0995)
- Oct. 20:** Rochester Chapter NRHS fall foliage train rides on Ontario Midland Railroad; departures from Sodus, NY at 11:30a.m. & 2:15p.m.
- Oct. 27:** Rochester Chapter NRHS fall foliage train rides on Ontario Midland Railroad; departures from Sodus, NY at 11:30a.m. & 2:15p.m.
- Oct. 29:** *An Introduction to Photography*, by David L. Thompson, 7:30 - 9pm, Henrietta Town Hall, Caulkins Road, Henrietta, NY

## NOVEMBER, 2002

- Nov. 2-3:** Central New York Train Fair, New York State Fair Grounds, Saturday 10a.m.-6p.m.; Sunday 9a.m.-5p.m., Central NY Chapter, NRHS
- Nov. 10:** GSME Great Batavia Train Show at Batavia Downs Conference Center, 9:30a.m.-3:30p.m.
- Nov. 15:** Allegheny Highland Division meeting at Christ First United Methodist Church, Jamestown, NY, 7p.m.
- Nov. 16:** NMRA/NFR International Division Meet, Welland Canal Museum, St. Catharines, Ontario, Canada, 9:30-?
- Nov. 23-24:** Toronto Christmas Train Show, International Centre, 6900 Airport Rd., Mississauga, Ontario, Canada; 11a.m. to 5p.m. Saturday & 10a.m. to 4p.m. Sunday

## DECEMBER, 2002

- Dec. 4:** NMRA/NFR International Division Meet (TBD)



Dave Thompson's prize-winning photo at Narrow Gauge Convention  
(see Page 3)



**New York Museum of Transportation**

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 (585) 533-1113 [www.nytmuseum.org](http://www.nytmuseum.org)

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Contributing editors:

Richard Senges

Otto M. Vondrak

Norman E. Wright, Sr.

Dept. RMR, P.O. Box 18615, Rochester NY 14618-8615