

Rochester Model Rails

Dedicated to quality model railroading in upstate New York

VOL. 2, NO.5

ROCHESTER, N.Y.

FEBRUARY 2003



Shay with logging work train on the Oregon View Railroad of Matt Kovacic, Fairport, NY.

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**Rochester
Model
Rails**

Web Site:

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

Lionel Technology

By James C. Hutton

For those of us who operate Lionel® trains these are the best of times. In 1994 Lionel® introduced their Trainmaster® Command Control (TMCC) remote operating system. By fundamentally changing the way Lionel® trains are controlled this system has revolutionized how Lionel® trains are operated, and made possible many new features that improve their operation. Since the introduction of the first “command-equipped” engines in 1995 Lionel® has included the TMCC system on more and more of both their steam and diesel engines.

The TMCC system has naturally resulted in many physical changes to the inside of Lionel® engines. A good example of these changes can be seen by comparing a modern-era Lionel 18327 Virginian Fairbanks Morse Trainmaster diesel engine produced in 1999 and 2000 with a post-war Lionel 2331 Virginian Fairbanks Morse Trainmaster diesel engine produced from 1955 to 1958. The outward appearance of the two engines is essentially identical. Both engines have vertical, worm-drive motors, Magne-Traction®, and operating couplers and headlights on each end. However, as you can see, the electro-mechanical E-unit and horn relay in the post-war engine have been replaced by an electronic circuit board in the modern-era one, the diaphragm-type horn by a speaker, and the 1.5 volt D-cell battery by a 9 volt battery.

More importantly the operation of a TMCC engine, like the Lionel® 18327, is significantly different from its post-war predecessor. As many of you will remember, the speed of a post-war engine was controlled by moving a lever or handle on a transformer, direction was changed by momentarily interrupting the track voltage with a spring-loaded button, and the horn was activated by a spring-loaded switch. The couplers could only be operated on an UCS uncoupling track section. In contrast the speed, direction, horn, and uncoupling of a TMCC engine are all controlled from a Lionel CAB-1 wireless, remote controller. The speed is controlled by turning a large knob on the CAB-1 and engine direction, horn sound, and uncoupling are controlled by individual buttons. The “direction” button also controls the

headlights and interior cab lights on a TMCC engine since they are “directional”. That is, when the button is pressed for “forward” the lights in the front of the engine are lit and the ones on the rear are unlit, and vice versa. One of the other significant features of a TMCC engine is that the front and rear couplers (ElectroCouplers™) can be actuated anywhere on your layout.

Lastly, the TMCC system provides for control of, and addition of many new features, to its RailSounds™ system. In addition to the realistic diesel horn and engine sounds, Lionel® has added the sounds of a bell, tower communications (TowerCom™), crew communications (CrewTalk™), and braking (TrainBrakes™) to its TMCC engines. Actuation of these sounds, and their volume, are all controlled from the CAB-1. With each new version of the RailSounds™ system these sounds have become more realistic.



Lionel 2331



Lionel 18327

Sticks as Structures – Part I

By Richard Roth

Introduction

“Sticks as Structures” may seem a strange name for an article, but when one looks at some of the objects to which the name “sticks” has been attributed and considers the complexities of their use then they do indeed become “structures”. The objects to which I am referring in this article are “telephone poles” or more correctly, “utility poles”. We see them everywhere everyday, but seldom really give them any serious thought. I am going to present this in two segments the first some basics, and in the second some details on adding detail.

My use of the term “stick” to describe them stems from a man for whom I worked for 3 summers while in college. He was my foreman on a truck dedicated to “planting sticks” as he referred to it. In reality, we set utility poles for Dayton Power & Light Company in Dayton, Ohio. This truck was equipped with an auger that could dig holes from 24 to 48 inches in diameter, with a change of auger bits, to a dept of 20 feet. Only some of the largest sticks required holes that deep. Most holes were 24 to 30 inches in diameter and about 6 feet deep, but a few like the 75 foot monsters required holes dug down to 15 feet deep.

So much on that portion of the background, now lets discuss a bit why I think the topic deserves some space in a publication that is predominately directed to model railroading. Well, much of my reason stems from a recent visit to a layout in the west central portion of our country not too long ago. I saw a beautiful layout modeling relatively modern times. Much of

the equipment and structures were either built from scratch, kit bashed or very highly detailed and really did a lot for the overall layout. However, and here comes the kicker, there was a power generating station on the layout that was connected to several villages and manufacturing areas about 10 to 25 feet distant by simulated electric lines carried on poles. Each pole was a piece of wood dowel pushed into the hard-shell with a single piece of what almost appeared to be twine glued to the top.

The Basics

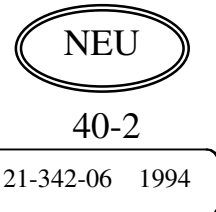
I am going to deal exclusively with single sticks made of wood. These poles or “sticks” range in length from 20 feet to some monster 75 and 85 footers. The most common used by utility companies are in the range of 30 feet in length, seen mostly in residential areas where they are used for aerial utilities and street light mounting, to 45 and 50 footers used to carry medium voltages greater distances and in industrial areas.

As I mentioned I intend to address only wooden poles and those used singly to carry various utilities. Concrete, steel and now plastic composite poles are seeing their way into use more and more frequently, but the wooden pole remains the king. Wooden poles offer the most flexibility of any used. Their upper reaches can be accessed by linesman without the use of expensive bucket or lift trucks, they frequently last 40 to 50 years or more and can be modified after the initial installation by just drilling some additional holes.

Sticks as Structures – Part I (*continued*)

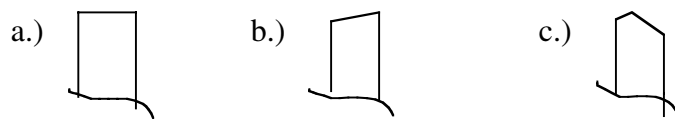
Wooden poles have been treated with preservatives to stall off rots, insect invasion and other conditions that might befall any respectable tree. As they age, the myriad of enemies increases. Weather takes a toll by causing the preservatives to dissipate. This aging causes significant changes in the appearance of poles. Poles that were once very dark in color and with a smooth outer shell through aging become much lighter in color and very rough in texture on the outside.

When manufactured, wooden poles have several characteristics that are included as standards of the industry. One is the “brand”. This is a mark about 10 to 16 feet above the base of the pole that identifies the manufacturer. This brand can be as simple as 2 or 3 letters to those used in the “old west” to brand cattle. They are identifying marks used to denote the manufacturer. Also at the brand will usually be a line of 2 numbers in the form “30 – 6” or “45 / 2”. The first identifies the length of the pole and the second the diameter. The smaller the 2nd number, the larger the diameter. Depending on the country of manufacture, the diameter designation will either apply at the bottom of the pole or at the brand. Those manufactured in the U.S. most often denote base. A few manufactured in foreign countries may have a 3rd number. If so, that would denote the taper from base to top. To the right is a typical brand found in this area bearing the initials, “NEU”, of the manufacturer and below it the pole size, 40-2. Below the pole size designation is a metal tag that carries the pole number and the date it was erected. The pole tag is usually attached to the pole so that it can easily be read from equipment passing on the road if along side. This pole number is used by the utility installing the pole.



The brand also serves another important function for the utility crews when erecting a pole. The brand is at a right angle to the holes bored through the pole by the manufacturer. When planting the stick, the brand aids the crew in positioning the pole so the cross arms will be in their proper positions. Most poles have several holes at industry standard locations already for use when the pole is stood up. This reduces the time and work that the linesman must do when framing out a pole. Additional holes that may be required will either be drilled before the pole is installed in the hole or may be drilled through later.

There are several different pole top end configurations, a.) cut flat across, b.) 1-cut sloped, and c.) 2-cut sloped all can be seen. These can be the preference of the utility company or the manufacturer. They look like this:



As mentioned, the top end treatment may be the preference of the utility company. The second two versions are by far the most common as they provide some natural draining of water from the top. The first or flat cut is much less common. One utility in this writer’s area does use this style as they attach a disk of metal to the tops of their poles to reduce the amount of water that can enter from the top. Years ago they used lead sheet, today they use copper sheet to reduce the presence of the lead in the environment.

Sticks as Structures – Part I (*continued*)

The typical initial installation with a truck mounted digger and crane will consist of a pole with one cross arm. A ground wire, that was nailed to the pole while it still was on the ground, runs from the top to the bottom. If you were to observe the pole being prepared, you might see a flat coil of several feet of copper wire nailed to the bottom of the pole to provide a better earth ground. The ground wire will have connections made to it as installation is continued. Since crews may have a group of poles to set for a project, they may prepare the poles ahead of planting them. Thus, it is not uncommon to see poles with ground wire and cross arm attached but the pole still resting on the ground (modeling hint).

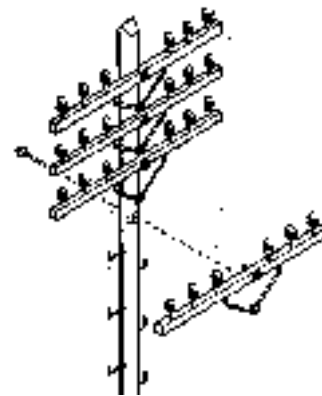
Probably 70% of wooden utility poles in use today carry more than just electrical power. They also carry phone lines and TV cable signal lines to name a few. Poles are not just planted anywhere there is an apparent need. Before a utility can plant a pole they must obtain permission in the form of an easement or right-of-way from the owner of the property. This could be a private individual, a company or a civil entity such as a city or town. Once obtained the pole can be planted.

Since electrical power demand is the most likely to require poles, the electrical service providers are the utilities most likely to obtain a right-of-way. They will then construct their line on newly erected poles. If there is a need for phone or other service carried by wires, the electrical supplier will rent out space on the poles for other lines. That is the reason you frequently see a number of different lines at various heights on a pole. One utility holds the right-of-way and the others piggyback onto it through cooperative efforts. Each day on my drive to my office I pass one set of poles (about 30) with 14 lines on it. They include both the primary and secondary power lines (more about them latter), TV antenna cable, local phone lines and 4 long-distance phone cables, 3 copper conductors and 1 fiber optic.

When different utilities use the same pole, each has a section that is allocated for its use. They are responsible for all attachments to that pole in their area. They are also responsible for any additions that are required for their use. Since each utility has their own numbering scheme, they will also probably provide their own number for the pole. Therefore they will attach an additional pole tag for their use.

For the upper reaches of a pole carrying electrical power lines, there is a hierarchy or order in which lines are located. This hierarchy always dictates that the highest voltage lines are positioned at the highest point on the pole. Lower voltages are located in descending order lower on the pole. Thus, a pole supporting power lines of 56,000, 6,900 and 120 volts may very well be found on the same pole. The first two, rated high voltages, and the last, 120 volts, is the secondary branch voltage. More will be discussed about this later. Down low are the phones and antenna service cables.

In the next installment, I will discuss the routing of power lines and what needs to be done to prevent unnecessary strain on the poles when they are stretched to the extreme. I will also go into more detail about how lines are used and their positions on the poles. Until then, start thinking about how you might use some utility poles on your layout.



Creating the Scenic Base with *Wet N Shape – Part I*

By Dick Senges

For years model railroaders have been struggling with various methods of making the basic shell form using industrial paper towels dipped in plaster (plaster always seems to hit the floor) or the newer but more expensive plaster cloth. Whether you use corrugated strips, chicken wire, or foam as a base, working with these methods can be messy. The following describes an alternative method of completing your scenic base.

First, create your sub base. I use strips cut from used large corrugated boxes, especially those from people who have just moved and are discarding large wardrobe boxes. Any large box works fine since the goal is to get many long corrugated strips in your inventory before you start.

I cut the box into large sheets with a utility knife and then cut the sheets into 2 inch strips on my table saw. It is best to cut perpendicular to the flutes in the corrugated so that it is easier to bend the corrugated strips to the desired contour later. Cut a bunch of these strips and bundle them with rubber bands for later use. It is best to cut many strips at one time since cutting the corrugated creates a lot of paper dust.

The next step is to attach these strips to your benchwork. Use hot glue here to make the work go faster. Watch out not to get the glue on your fingers (I always seem to do this) since it is very hot and will burn your skin – ouch! Interweave the strips, i.e., over – under – over – under – and clip the overlapping strips with wood or plastic clothes pins while the hot glue dries. This should only take a few seconds so you don't need very many clothespins. The Dollar Store sells a large pack of pins for a dollar. I usually hot glue the vertical strips first to the benchwork and then interweave the horizontal strips, then the glue and pin. By the time I get to the end of a section, the glue has dried and I can reuse the pins. Try to leave less than 3 inches of open space between each strip so adequate support is provided for the next step.

Now the fun part. Instead of using plaster soaked paper towels or plaster cloth, try a material called *Wet N' Shape*. This material is sold as a Craft Cloth and is 100% natural cotton impregnated with some sort of starchy material. It is dry to the touch and relatively stiff. It can be purchased from retailers in small quantities or from fabric wholesalers in 50 yard x 39/40" bolts, with a five-bolt minimum. I purchased five bolts in 1993 at a cost of about 10 cents per square foot and have used about 1000 square feet on my layout to date.

Creating the Scenic Base with Wet N Shape – Part I (*continued*)

The nice feature of this cloth is that it will stay stiff for about a minute after it is dipped into water. This allows you to position the cloth exactly where you want it and not have soupy plaster towels or shapeless plaster cloth to contend with. No plaster hits the floor!

First step is to cut the *Wet N' Shape* into workable sections. If you are doing a large area, one-foot squares are a good size to work with. Cut about 50 of these so you won't have to stop in the middle of the process. Dip one piece into water and immediately pull it out of the water. Hold up the piece over your pail of water for about three seconds to drain off the excess water. Now is the easy part. Position the cloth exactly where you want it over your base. Place the seams over a piece of corrugated strip or if on foam or wire, just place it over the base. Overlap subsequent pieces of the material by 50% so that when you have completed an area, there are two layers of *Wet N' Shape*. Smooth the seams down with your fingers.

Where a seam of the *Wet N' Shape* meets the completed existing scenic base, I usually run a bead of white glue to help adhere the *Wet N' Shape* to the base. This is not necessary, but prevents me going back later to adhere any runaway seams or corners.

If you are doing a curved area, for example, next to a curved track, precut the *Wet N' Shape* to the approximate curve before wetting the material. Then wet the material and place the precut curved edge next to the curved track area. If it does not exactly fit, not to worry since the *Wet N' Shape* will become flexible as the seconds tick by allowing you to make final adjustments.

Now it is time to let the *Wet N' Shape* dry. This will probably take overnight since the material was pretty wet going on and it is double thick (50% overlap). Do not proceed to the next step until this material is absolutely dry. If in a rush, put a fan on the material to dry more quickly.

In the next installment, I will discuss the plaster and dirt steps.

FOR SALE:

Rail - I have an extra bundle of weathered code 70 rail to sell. I need some code 83 rail. Anybody want to buy, sell, or trade? Ted Larson 585-223-0917

Tank Car, G scale, single dome chemical tank car, ART – 41307 Kodak Chemical, Aristo-Craft Trains, E. K. C. X. 41307, yellow and red, new in box, \$99 585-924-8379

Caboose – HO scale, Mantua # 725-08, RTR, old time caboose, Denver and Rio Grande Western, # 145 on caboose, dark red, new in box, \$ 8.00 585-924-8379

Caboose – HO scale, Roundhouse # 03443, kit, Pennsylvania # 981672, 30', 3 window wood caboose, dark red, new in box, \$ 8.00 585-924-8379



Ask Doctor Dick (The Scenery Doctor)

Linda writes:

I am trying to make an HO scale gravel industrial parking lot for the 1930s – 1940s era. I am having trouble with the base and have tried a couple of methods, but they are not satisfactory. I purchased off-white power called *Gravel Road*. The instructions said to press the material in with your fingers over a 1/16th layer of cocoa colored paint. I did this but did not like the results. What should I do?

Doc:

First, develop your parking area with *Hydrocal* plaster over your base material. Paint it dark brown and coat with a slurry of white glue, water and dirt. Then I would sift HO scale “crusher run” gravel onto the wet dirt.

Real crusher run is about 1” to ½” crushed stone, mostly granite. It has sharp edges and packs nicely when driven on. You see this frequently in parking lots. Go to a gravel pit and get some free crusher run dust, which the gravel guy should give you for free. You are looking for a final size of 0.0115” (1” in HO scale) to about 0.006” (½” in HO scale). The “fines” or dust can also be used.

Since you are using the real stuff, it will have the right color, and if you size it right, it will be the right size. What could be better? Remember - texture and color – texture and color!

If you want to vary the color slightly, make it somewhat lighter brown, mix in some dry Durham’s Water Putty or some sifted sand, or some ground white pepper. The water putty will be a very fine light brown dust. The sand is sand and may be too large unless sifted very fine. The white pepper is a dirty white color, but very fine.

Don’t forget the potholes. Gravel parking lots always have these potholes, usually with mud in them, not stones, and sometimes water. Of course water can be modeled using *Envirotex*, or you could put in the bottom of the hole some white glue/water/sifted dirt slurry. Make it a very wet solution. It will dry somewhat dark brown and slightly shiny, like wet mud. Also, add some car tire tracks in the gravel.

Remember, the stone may be marble, so don’t take it for granite! Good luck with your 1940s gravel parking lot!

Don’t Forget the

Rochester Model Rails

Web Site

www.trainweb.org/rmr



The Three Cabeese



PRR Cabin Car Comparison

Sources: *The Keystone*, Vol. 6, No. 4, December 1973
 Pennsylvania Research & Information Association
 Robert L. Johnson and Gary C. Rauch
 And
The American Railroad Freight Car, John H. White, Jr. , 1993
 And
The Pennsylvania Railroad, James Dredge, 1879
 Compiled by: Richard A. Senges and Jack Matsik

DISCLAIMER:

THE INFORMATION BELOW HAS BEEN COLLECTED FOR THE PERSONAL USE OF RICHARD A. SENGES AND JACK MATSIK AS HISTORICAL DATA FOR USE WITH THEIR HO SCALE MODEL RAILROADS. THE INFORMATION MAY OR MAY NOT BE ACCURATE. IT HAS BEEN ACCUMULATED FROM MANY SOURCES, SOME OF WHICH CONTAIN CONFLICTING INFORMATION.

<u>Class</u>	<u>NA</u>	<u>NB</u>	<u>NC</u>
<u>Side View</u>			
Roof length with molding	15' 4 _''	17'' 8''	21'' 91/4
Cupola length with molding	4'' 8 _'	6' 4 _''	6' 4 _''
Height of cupola	2' 4 3/8''	-----	-----
Wheel (chilled cast iron) diameter	33'	33''	36''
Wheel base	9'	9'	11'
Rail to cupola top	13' 4 _''	13' 7''	13' 8 _''
Rail to body top	11' _''	11' 3/8''	11' 1 _''
Rail to platform	3' 11 _''	3' 11 _''	4' _''
Rail to bottom of frame	34 _''	34 _''	34 _''
Body length	15' 1 _''	15 1 _''	18' 5 _''
Platform length	19' 10''	19' 2''	23' 6''
Platform length with break wheels	21'	21' 5 _' 25' 9''	
Inside Length	14' 5 _''	14' 5 _''	17' 8 _''

End View

Width of body with side lamps	9' 1 _''	10' 1 _''	10' 5 5/8''
Width of body	8' 4 _''	9' 4 _''	9' 3 _''
Width of top of cupola	7' 5 _''	8' 6''	8' 4 _''
Rail to top lamp top	14' 9 5/8''	15' _'	-----
Width including step strap	8' 1 _''	9' 1 _''	9' 1 _''
Width of frame	8' 4''	9' 4''	9' 4''
Width – inside	7' 5 _''	8' 5 _''	8' 2 _''

Miscellaneous

Year of Design Inception	1869	1872	1883
Frame	wood	wood	wood
Weight - in pounds	~12,000	14,900	20,950
Inside height	6' 4''	-----	-----
Stove	yes	yes	yes
Sleeps	6	6	6
Break wheel	1	2	2
Break wheel height	2' 9 5/8''	----	----
Break wheel width	15 _''	----	----
Steps	step strap	step strap	cast iron steps
Platform canopies	no	yes	yes
Long equalizing lever	yes	yes	no
Lamps – sides - outside	4	4	4
Lamps - roof – outside	1	1	1
Lamp – roof – height	15 _''	----	----
No. of windows - ends of cupola	6	----	----
No. of windows on side of body	3/2	2	2
Dimension of side window w/frame	20 _'' x 26 _'	-----	-----
No. of total doors	2	2	2

RIT Spring Train Show Update

by Otto Vondrak

The **RIT Model Railroad Club** is always busy! Even though we are caught in the throes of another Rochester winter, the RIT gang is already looking ahead to their Spring Train Show and Sale, to be held Sunday, March 30. We have spent the winter preparing and planning for this event. Our twice-yearly train shows have become quite popular with the local model railroad community. The show is always packed with vendors and visitors upstairs in the Student Union Cafeteria, and our members are present to operate our HO scale **Rochester & Irondequoit Terminal Railroad** downstairs. We always provide free space for local clubs and railroad industry organizations to participate.

We are looking to display more portable layouts of all scales. As a token of our appreciation, we offer free space to those exhibiting club members to sell goods or promote their organization. Any area railroad-related club or organization is welcome to participate! And we're always looking for your suggestions on how we can improve the show experience for you.

If your club would like to exhibit with us, please leave a message for Chris Stillson (Vice President) at (585) 275-2227. More information about RITMRC is available at <http://www.ritmrc.org>.

Rochester Model Rails

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Photo Tips

by Dave Thompson

Caught without a light meter?

An average starting point for acceptable exposure on a bright clear sunny day can be achieved with out a light meter. Set the lens to F/16 and use the film speed for the shutter speed. Example using ASA 64film: 1/60 second at F/16. If you are not sure about the shadows or highlights bracket the exposure plus or minus a stop.

The Syracuse Train Show

On the first weekend of November, many Rochester railroad buffs attended the Syracuse Train Show at the fairgrounds.

Two large buildings were stuffed with suppliers of railroad goodies and many great layouts were also on display.

Of special interest were some of the new suppliers such as Bar Mills Scale Model Works. Art Fahie has done a good job in making a great line of wood laser cut structures and bill boards kits. Art is shown below with products on display at the show.



Coming Events

JANUARY 2003

- 4: **Hamilton**, Ontario, Canada – International Division NFR/NMRA Annual Beginner's Meet , St. Stephen's Church, 625 Concession St., \$2.00 members, \$3.00 non-members
- 10, 11, 12: **Rochester, NY – Rochester Model Railroad Club, Open House, 150 S. Clinton, Ave.**
Info: 585-454-2567
- 11-12: **Syracuse**, NY, Great American Train Show (GATS) , contact: info@GATS.com
Convention Center at Oncenter, 800 South State Street, 11:00am – 5:00pm
- 12: **Binghamton**, NY - Robertson's Annual Model Train Show & Sale, 30 Front St.,
site: www.roberson.org Info: Howard Lott 607-724-5247
- 16: **Rochester**, NY – National Railway Historical Society, Rochester Chapter meeting 40&8 Club,
University Avenue 7:00pm, Free
- 16: **Syracuse**, NY - Train Show, Open house and train meet, Eastwood American Legion, 102
Nicholes Ave at James Street, Info: Cornell Patsos 315-492-0570
- 17: **Jamestown**, NY - NMRA NFR Allegheny Highlands Division Clinic, Christ First United Methodist
Church, Buffalo Street and Lakeview Avenue, 7:30pm Free. Info: Dave Shaw 716-763-6211
- 18-19: **Buffalo**, NY, Great American Train Show (GATS), contact: www.gats.com
at Buffalo Convention Center, Convention Center Plaza, 11am – 5pm
- 19: **Utica**, NY – Union Station, Main Street, T.T.C.S., 23rd Annual Toy Train Meet, Contact: Jan
315-334-9660 or Rich Wielgosz 315-865-5115 10:00am – 3:30pm
- 25–26: **Timonium**, MD - Great Scale Model Train Show and All-American Hi-Rail & Collectors Show
- 26: **Blasdell**, NY – Toy Train Show & Swap Meet, Winter Wonderland, McKinley Park Inn, S3950
McKinley Parkway, Info: Dan Malkiewicz 716-876-7031

FEBRUARY 2003

- 1-2: **Hornell**, NY – Hornell Model Railroad Club Show & Sale, Info: Louis Greiff 607-587-8372
- 1 –2: **West Springfield**, MA - Big 2003 Railroad Hobby Show – Eastern States Exposition, Better Living
Center, 1305 Memorial Ave. , 9:00am – 5:00pm, three big buildings, \$7.00 adults, \$1.00 children
- 2: **Rochester**, NY – T.T.O.S. North Eastern Division Toy Train Show & Swap Meet , 9:00am – 2:00pm,
Logan's Party House on Scottsville Road, e-mail: niknaks@earthlink.net
- 16: **Syracuse**, NY – Syracuse Model RR Club Show, Eastwood American Legion, Info: 315-492-0570
- 8-9: **Hamburg**, NY - Toy and Train Show, Agri Center
- 20: **Rochester**, NY – National Railway Historical Society, Rochester Chapter meeting 40&8 Club,
University Avenue 7:00pm, Free
- 21: **Jamestown**, NY – NMRA NFR Allegheny Highlands Div. Clinic Info: Dave Shaw 716-763-6211
- 23: **Buffalo**, NY - - Snowball Toy Train Meet, T. T. C. S., Info: Conrad May at 716-681-3369

MARCH 2003

- 1-2: **Elbridge, NY** – Central NY Model RR Club Open House, Info: 315-638-4774 www.cnymrrc.com
- 9: **Farmington, NY** - T. T. C. S. Toy train Meet, Finger Lakes Racetrack, Rt. 96 east of Victor, 10:00 – 3:00 Contact: Bob Mooney 585-223-6338
- 20: **Rochester, NY** – National Railway Historical Society, Rochester Chapter meeting 40&8 Club, University Avenue 7:00pm, Free
- 23: **West Seneca, NY** – WNY Train Masters, Iron Worker's Hall
- 30: **Rochester, NY** – RIT Spring Train Show and Sale, RIT Student Union Cafe, 10:00 am to 3:30 pm, adm. \$3.00. To display your layout, modules, or for vendor information, contact Chris Stillson at 585-275-2227, or visit www.ritmrc.org.
- 30: **Syracuse, NY** - T.T.C.S. Empire State Meet, Knights of Columbus, 135 State Fair Blvd., 11:00AM – 3:00PM (315) 466-0312

APRIL 2003

- 5 – 6: **Timonium, MD** - Great Scale Model Train Show & All –American Hi-Rail & Collectors Show
- 5 - 6: **Frankfort, NY**, Funtrak Model Railroad Club, VFW Post 502, Acme Road Info: Brian King 315-894-1149 11:00 – 5:00pm 11:00 – 4:00pm
- 6: **Batavia, NY** – GSME Great Batavia Train Show, Batavia Downs 9:30 – 3:30, Contact: Mike Pyszczek e-mail: pyzek@iinc.com
- 12: **Auburn, NY** - NMRA/NRF/LSD Spring Meet, Caygua Model RR Club, 3 Genesee Street, 3 clinics in the morning and five layout tours in the afternoon. Clinics will cover: *Flex Track Tips, Unusual Sources for Modeling Supplies, and Casting, Installing, and Coloring Stone Retaining Walls*. Door prizes, refreshments, and model contest. For more information: e-mail Dave Mitchell at: dbmitch@frontiernet.net
- 17: **Rochester, NY** – National Railway Historical Society, Rochester Chapter meeting 40&8 Club, University Avenue 7:00pm, Free
- 25 – 26: **York, PA** – TCA
- 26-27: **Lockport, NY** – NFC/NRHS, Kenan Center
- 26-27: **Ithaca, NY** – Finger Lakes Railfair, 1767 East Shore Drive, "The Field", Info: Bob Dolan 607-533-4120 www.lehighvalleyrr.com

Model Railroading Contacts

NMRA - Niagara Frontier Region

(<http://www.drgwrr.com/nfr/>)

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Southern Tier Division (STD)

International Division (ID) (<http://www.drgwrr.com/id/>)
ID Webmaster: Lex Parker (lex@drgwrr.com)

Allegheny Highlands Division (AHD)

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NMRA - Northeastern Region

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

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Superintendent:
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Clubs, Museums, & RR Organizations

Egerton Model Train Exhibit

585 428-6769
Bill Spanarelli [585] 321-3802
(kathys@loconet.com)

Genesee G Gauge Railway Society

(PRRTrainman@cs.com)

Genesee & Ontario Model-N-Gineers

Fred Enrich, Chief Engineer 585-621-1542
(<http://www.ggw.org/gno>)

Genesee Society of Model Engineers

Oakfield, NY Mike Pyszczyk (pyzek@iinc.com)

Lehigh Valley Railroad Historical Society

www.lvrhrs.org

Medina Railroad Museum

585- 798-6106 www.railroadmuseum.net
E-mail: office@railroadmuseum.net

National Railway Historical Society, Rochester

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

New York Museum of Transportation

(<http://www.nymtmuseum.org/>) or 585-533-1113
Contact: Jim Dierks

RIT Model Railroad Club

[585] 475-2227
(<http://www.ritmrc.org>)
Contact: Mike Roque, President:
(president@ritmrc.org)

Rochester Model Railroad Club

Peter Darling (peter.darling@att.net)

Rochester Area S Gaugers

www.trainweb.org/rasg
Charlie Smith (AF) at 381-7474 or
Mike Shea 865-4978
Convention info: www.nasg.org

Toy Train Collectors Society

Bill Faul faulwh@frontiernet.net

Toy Train Operating Society

Norb Dewolf 315-483-6715

Tuesday Night Gang

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

Western New York Model Steam & Gas Engine Assn.

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Williamson Model Railroad Club

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