

The Woodstock Turn

The 2009 NFR Convention

April 17, 18, 19, 2009

It is a pleasure to report to the NFR membership that preparations for The Woodstock Turn are coming together remarkably well. The people on the committee have done a great job and are looking forward to meeting all who are coming to the convention. Now let's take a look at what the convention will offer, one category at a time.

If you are arriving by train please notify us in advance and you will be picked up at the VIA station in Woodstock. All eastbound and westbound trains stop at Woodstock.

Don't forget to visit the Convention web site for updates. See it at

<http://nfr-nmra.org/conventions.htm><http://www.nfr-nmra.org/Convention.htm>

Currency Exchange for American Members

To the NFRs American members this convention will offer you things you have requested.

You may pay in American funds by cheque. To find the exchange rate go to

www.xe.com/ucc

and type in the registration amount in CDN funds and then convert to American funds and press Go. And send that amount. As well the convention site is near the border, about one hour and a half from Buffalo. We hope we will be able to make all of you welcome at The Woodstock Turn next April.

The Prototype Tour

At the time of this writing in late October, the prototype Tour is over 25 % sold out. It seems members really like the idea of a cab ride in a GP7 on the Ontario Southland Railroad in Salford, Ontario. The cab ride also gives members the opportunity to be at the controls of a running locomotive. Members will be closely supervised in this endeavor by an OSR locomotive Engineer. Because of the numbers the prototype tour will be scheduled so that all forty participants will not be at the OSR shop at the same time. The schedule should allow you the opportunity to see some layouts either before or after you visit the prototype.

If you wish to take the tour with a friend please register together so that our computer will put you in a group at the same time. Fred Thompson will be the convention committee member at the shop to ensure that all goes well.

If you wish to view the OSR go to either the convention web site or the OSR site at

www.osrinc.ca/

If you have any questions about the Prototype Tour please contact the organizer, Craig Dunn at 519-485-2095 or craidunn@execulink.com

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The Clinics and Clinicians

Ralph Tayler the Clinics organizer has done a fine job putting together the clinics for The Woodstock Turn. There have been many people offer to present a clinic and I would like to thank them for making those offers.

For the “Make and Take” clinic Sylvan Hobbies of Parkhill, Ontario has offered two kits: A GTW depot and a generic Freight shed that can be used by any railroad. The cost for the Depot is \$25.00 in HO and \$12.00 in N scale. The Freight shed is \$27.00 in Ho scale and \$12.00 in N scale. The footprint of each building is on the Convention Web Site. To view the web site go to **Niagara Frontier Region** and when into that click “**conventions**” in the left hand column. The prices for the kits are also shown on the registration form. This clinic will get under way at 5:00 p.m. on Friday April 17, 2009. And continue until 11:00 p.m. Clare Gilbert, the owner of Sylvan Hobbies will be there as the Clinician and all round helping hand. A tool list will be supplied.

Standard and PowerPoint Format Clinics

Brian Fayle The Beauty of Small Layouts

Ralph Tayler Bridging the Gaps

Craig Dunn The Key Valley Railway Revisited or where I went wrong in the book.

Tim Warris Building a Turnout

Steve Lucas Getting it Together

Bill Estes A Model Railroad Co. Identity

William Dewar Prototype Cars for Your 1950 Railroad

Gary Shurgold Model Railroad Techniques

Lorne James Custom Sound Design

Joe Rutter Different Building Materials

When we receive the topic information clinics will also be presented by Richard Chrysler, Richard Wagner, Roger Chrysler and Les Kauffeldt. Their clinics will be seen on the Convention Web Site. Four rooms for the clinics will operate Friday evening and Saturday Morning.

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The Layout Tour

The layout tour has been organized by Don Pearce and his own layout will be open to conventioners. The following have volunteered to display their layouts.

Woodstock Area

Don Pearce	HO	Ontario Western	A huge layout on two levels
Herb McCoy	G	McCoy Lines	
Jim Fox	HO		
Don Stoddard	HO	Canada Atlantic	
Larry Brinker	HO		A move from "N" scale to HO

Woodstock East

Hank Duivenbode	S	Maple Lake Junction	With running water
Bryce Stewart	HO	Brantford Pacific	
David Johns	HO	Ayr Junction	
Greg Whayman	HO	New York and Seven	A computerized model railroad with all craftsman's kit structures. Web site at www.newyorkandseven.ca
Roger Chrysler	HO	Lake Erie Northern	Railroading under functional overhead wire

Woodstock West

Craig Dunn	HO	Cottonwood and Dunnville	An operational layout
Steve Lucas	HO	The Midland Railway of Canada	Superb modeling

Woodstock South

Bill Ball	HO	West Highland Central	
Terry Pond	S	TH & B Welland Sub	Just past the planning stage in "S"
Roger James	HO	Otter Valley	A large layout in a hobby shop
Dave Pearce	HO	CN Otter Valley Sub	

Simcoe and Port Dover

Jim Totzke	HO	Ontario Short Lines	A logging and mining railroad
Jim Lewis	HO	Cedarwood Valley Lumber	A small lumbering layout
Bob Lawton	Lionel		
Gord King	HO	CN Dundas Sub	A very large layout London to Brantford.
Dale Davies		Hy Rail Heaven	

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The NFR Raffle

Rick Hatton, the NFR vice president took on the job of preparing the registration form and more importantly he agreed to write manufacturers in the USA and Canada to solicit prizes for the raffle. Rick has done a great job and prizes are now coming in to Rick, and to Bill Estes in the USA. Over forty prizes had been counted before sending this to the Flimsy. These are in HO, S and N scale.

At the convention the Raffle Room will be open from late Friday afternoon until the time of the banquet on Saturday. Tickets will be sold in strips as usual with all money going directly to the NFR.

For those new to the NFR Raffle, the tickets come as two strips with the same number on two of the tickets. Keep one ticket and place the other in the buckets that will be with every prize. You just have to place them with a prize you want. The ticket you keep will get you the prize should the number drawn be the same as on your ticket.

The convention committee has supplied the member with the longest arms to sell tickets at the Raffle.

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Train Watching at The Woodstock Turn

Both of Canada's major railways operate through Woodstock, Ontario. CNR would seem to have the best route as its double track follows the Thames River Valley from Woodstock to approximately Dorchester. The CPR track, often referred to as the longest switching lead in Canada, occupies the plain above the Thames system as it moves westbound. To enter Woodstock from the west the CPR leaves the plains and descends to the valley.

Neither railway has much in the way of yard facilities, but that may have to change. CPR will be servicing the new Toyota automotive plant in Woodstock's east end. CNR serves a GM parts distribution plant at the east of Woodstock.

CNR has 25 freight trains per day pass through Woodstock. Via, using CNR rails adds ten passenger trains to a busy schedule. CPR has a single track line running from London to Toronto and manages to operate in excess of 20 freights per day over that line. As well CPR handles cars on the St. Thomas sub division going to the Ontario Southland at Ingersoll. The OSR operates over CPR's Port Burwell sub division. CPR also serves industry in Putnam and St Thomas on the St Thomas sub.

Whistles are heard throughout the day but the problem is if the whistle is a CPR unit and you are watching CNR track, you won't be able to get to CPR before the train you heard has left the area.

Both CNR and CPR passenger facilities still exist. The CNR station is now part of Via and is painted brick, white with green trim. The CPR station at the Woodstock Yard is now a facilities for workers of CP. It has suffered as it aged becoming dirtier and un-cared for, but is still structurally sound. Both stations are worth a look.

One tip about watching CNR. Less than a block west of the Via station there is a small foot bridge over the tracks which is a good place to set up a camera. This bridge is an unusual prototype and merits being photographed as well as the trains..

Just west of Woodstock, on the Beachville Road there is a crossing. CPR St. Thomas subdivision crosses CNR's double main line. The area around this crossing is a CNR maintenance yard. It offers a place to park a car off the highway and allow photographs to be taken of high speed rail traffic on a curve in the Woodstock area.

Join us in Woodstock in April and remember to stay off the tracks!

The Woodstock Turn

The Hotel - Quality Inn and Suites

580 Bruin Blvd, Woodstock, Ontario

Hwy. 401 to Hwy. 59 N. Oxford Road. Then turn left at Juliana Dr. to Bruin Blvd. Award Winner of Hotel of the Year for Choice Hotels Canada set just off Hwy 401 and Hwy 59. ½ hour from London Airport and 1 ½ hours from Toronto Pearson Airport. State-of-the-art Goodlife fitness centre free for all guests. Flexible conference facilities will accommodate groups of 4 to 360. All rooms and suites have 2 phone lines and High Speed Internet Access. Ody's Sports Bar & Restaurant on-site. Breakfast, lunch and dinner available daily and Sunday Brunch is a must! For a Romantic Weekend Getaway, why not try our Honeymoon Package featuring a luxurious suite with Jacuzzi and Fireplace. Just ½ hour from Stratford Shakespearean Festival or enjoy a day of shopping in St. Jacob's. Near the Southwood Community Sports Complex.

The rate for those attending the Woodstock Turn is \$99.00 plus tax per night in a room. Suites can be arranged by calling the hotel. Each person attending must book their own accommodation with the hotel. To make a reservation call 1-800-359-6279. Tell them you are making registrations for the Woodstock Turn.

Remember that the hotel has a complimentary continental breakfast daily and they look forward to serving you at the Quality Inn.

The Banquet

The buffet at the banquet will consist of sixteen feet of food. The serving tables begin with the tossed salads and dressings followed by other assorted salads and bread. Then the hot items are on display, in all probability, chicken and beef with the appropriate condiments such as gravy and horseradish. Next are potatoes and vegetables from which you may choose. For dessert whole items are put out. Here complete cakes and pie are displayed and the guests can from these. The hotel does not plate their desserts, Also included on the table are large bowls of fruit salad, mousse, and platters of assorted squares. Coffee and tea are served at the guest tables.

The committee is still looking at a number of persons as after dinner speakers but we have not come to a decision on this matter.

Come to the convention and enjoy yourselves.

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The Contest Room

A convention is a great place to have your models and photographs looked at and judged. The models are viewed in two categories: judged and popular choice. The latter is simply the attending NMRA members vote for what they feel is the best model not in the judged category.

Judged models are brought to be evaluated and commented on by a panel of model judges. All judging is done according to the standards set by the NMRA. All judged models are eligible for merit award points toward the Modeler's Achievement Award.

The room will be open at 8:00 a.m. on Saturday morning for members to submit models and photographs. The time for closing, to allow judging to take place, will appear on the Up-date board in the hotel lobby. The contest room will be open for viewing immediately following the banquet.

Members who submitted models must pick them up after the evening viewing. The awards are, Hugh L. Jack Award for Best in Show; Chairman's Award to Model of the Chairman's Choice; President's Award for Best Kit Rail Car; V.P. Award to Best Scratch built Rail Car; Ed Van Leer Award to Best Traction Model, plus Best Locomotive Award, The Fred "Kaboose" Luff Award to Best Caboose. As well there are best structure, narrow gauge and junior and novice awards as well as the best photograph award.

The Train Show

Sunday April 19, 2009

10:00 a.m. to 3:00 p.m.

There will be a train show at this convention but it will not be run by the convention committee. It is a private enterprise run in the Oxford Auditorium in Woodstock and it is held at least twice a year. The Auditorium is 16,300 square feet is both vendors, where you will have to pay tax, and a flea market where tax may not apply. The room has an aisle from the doors to the back of the building and the sellers are set up around the walls and in four additional aisles.

The Thames Valley Central will have its new 12' X 40' DCC layout operating at this show. An NFR Craftsman's Corner is usually active at this show.

All scales are represented at the show with large amounts of "N" and "HO" and lesser amounts of "S" and "O". At the previous show "G" was well represented by two dealers that only deal in that gauge.

Directions to the show will be in the handbook and posted on the Convention bulletin board.