



FRONTIER FLIMSY

The Quarterly Newsletter of the Niagara Frontier Region, NMRA

March 2005 Volume 51 No. 1

Free To Members, Others \$6.00

**A Sample of Layouts open
for tours during
Grand Junction
the 2005 NFR Convention**

**Belleville, Ontario
April 15, 16, 17, 2005**



Paul Raham's S scale empire.



The Belleville model railway club's HO layout.



Collin Murray's HO scale world.



The Brighton club's HO Layout

**The Niagara Frontier Region
NMRA**

Flimsy

March 2005
Volume 51 Number 1
Stanley Conley, Editor
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Waybill

Announcements	Page 3
Executive Reports	Page 4
Division Reports	Page 9
Officer Reports	Page 12
December Switching Puzzle Solution by Craig Dunn	Page 11
Railway Clearances by Craig Dunn	Page 15
Tales of the Midland by Ron Bareham	Page 17
December Switching Puzzle Solution by Ken McLean	Page 18
NFR Convention Information	Page 19
Regional Train Orders	Page 21
'Corner' Volunteers	Page 24

NFR Executive Election Results

Returning Officer Bob McIlveen reports the following results from our recent election:

Votes cast: 68

President: Richard Wagner - elected

American Vice-President: Richard Roth - elected (by the US voters)

Secretary: Ann Laxton - elected

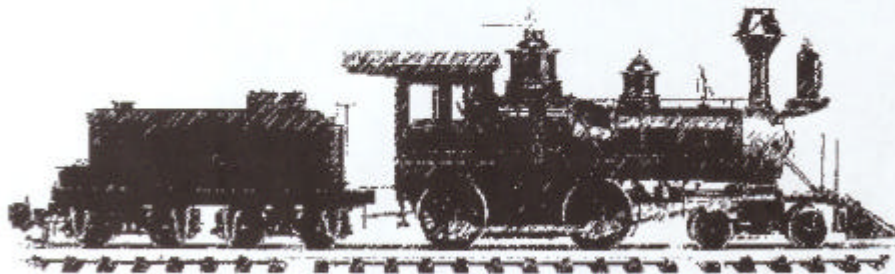
Treasurer: Walter Reid - elected

The ballots will be retained until after the upcoming General Meeting in Belleville, after which they will be destroyed unless Bob is directed otherwise at that meeting.

NOTICE OF MOTION

At the upcoming General Meeting in Belleville, we will be proposing revisions to the Constitution and By-Laws to make them consistent with the new NMRA Regulations. The revisions will be available on the NFR Website. If you need a hard copy please contact the NFR Secretary, Ann Laxton, at the address on the masthead.

GRAND JUNCTION



THE 2005 NFR CONVENTION
BELLEVILLE ONTARIO

April 15, 16, 17, 2005

Niagara Frontier Region Executive Reports

President David King

In my last I column I talked about how busy things have been around the region, well things haven't changed. In fact things have become busier! I'll try to explain some of the items that have been occupying my time on behalf of the region.

The LRP, Long Range Plan, is proceeding at the NMRA headquarters and as a result we are also working at getting our constitution and by-laws in order so that everyone that is attending the annual business meeting at Belleville this year will have the chance to vote on the changes. It is important that the region makes these changes so that we align our constitution and by-laws with that of the NMRA.

One of the major changes happening with the LRP that most members will notice is that the membership structure will be changing. As of this writing the National Life Members of the NMRA will not be affected directly. The same should also be true for our Regional Life Members. As for the majority of our membership some changes will take place and the changes will be different depending on which side of the boarder you live on. For our America members the Yearly National Membership dues will be split into two parts. First a fee of \$33 US will be for the basic membership and a subscription fee of \$12 US will be applied for Scale Rails. The result is that the current \$45 US for your regular membership will still be \$45 US. One bonus is that you will also be a basic member of the NFR as part of this membership. This basic membership will not include the Flimsy, as this becomes a subscription item within the region. You will receive one mailing per year informing you of import region news and events but that is all that is required for the regions to supply to our American members.

For our Canadian members there is nothing case in stone as of this writing and I am hopeful that some concrete information will be available by the time

we all meet at the Regional Convention in Belleville. One of the possibilities for our Canadian members is that there would be a basic amount that would cover the cost of membership and this would be in Canadian dollars, now there's a switch. As of this time the amount has not been determined but I have been told that all of the regular benefits from NMRA in the United States would be available to the Canadian members. Again the NMRA publication, Scale Rails, would become a subscription fee of \$?? US. The price is unknown at this time to me as it would be the actual cost of the publication including mailing. The NMRA is charged a higher rate for mailing to Canada as this publication is printed and shipped from the United States. A basic membership in the NFR would be included in your regular Canadian NMRA Membership so this means that the Flimsy would be a subscription item. As a Canadian member you would NOT receive one mailing per year from the region to inform you of important news and events as this would be done by NMRA Canada. Remember that this is only one of the possibilities at this time.

I, as the President of the NFR, would like to see the executive of the NFR supply the same benefits for ALL of our regional members no matter which side of the border they happen to live on. I don't believe that it is fair to the NFR members to make things different just because you happen to be living in the United States or in Canada. I would really appreciate hearing your opinions on this very topic, as it is you the membership that I represent.

There are some financial gains and losses in the information above. The NFR would receive \$2 US from the NMRA in the United States for every regular member that resides in the United States. With that money we are expected to do our yearly mailing, send out NFR membership cards if we continue that and administer the achievement program for the membership. On the other hand we would receive \$0, currency doesn't matter in this case, from NMRA Canada but we may still need to

send out membership cards for the NFR and according to the information I have we still need to administer the achievement program. I guess that these items don't cost anything as we get no dollar amount from NMRA Canada?

If I sound a little sarcastic it's because I am not pleased, a lot, with this proposed arrangement. Other items have also seemed to have fallen between the cracks as what form of membership in the region does a National Life Member have. I would suspect that National Life Members are not members of the region since they are no longer paying yearly dues to the NMRA in the United States. If this is the case then who contacts them for membership in the region, National in the United States, National in Canada or the region? Again, as before, I can see that things may be very different on each side of the border. The number of unanswered questions seems to be increasing, as we get closer to September when all of this is scheduled to take effect.

Enough of this talk that seems to be going around in circles that get back to the fun part of this hobby, and yes there is a fun part. As many of you know I am currently changing scales and this is causing me to rebuild my layout. The progression is finally happening. All of the old track, scenery, bench top and electrics have been removed with salvaging what I can for the new layout. About 40 turnouts, 60 plus lengths of track have been salvaged for resale so this should help offset a small amount of the cost of the new track. This pleases me and progressing has helped me maintain my sanity.

Coming up fast in April is the Regional Convention in Belleville, Ontario. The chair of the convention committee, Robert Douglas, and his committee are planning a full weekend of activities to keep all of us busy. I am looking forward to attending, participating and to seeing everyone there. If you have never been to a regional convention please consider going as it is an enjoyable weekend. On the Sunday of the convention the NFR will hold the

annual general meeting so even if you can't make the convention please try to be there on the Sunday.

Remember if you want me to hear your opinions please contact me. My contact information is in the masthead of this publication.

Thanks all for now so stay on the right track!

Canadian Vice President Neville Meads

As this is written it is almost a month since Christmas. I trust that Santa was very good to all of you.

Since the last Flimsy, the "Corner" has been very busy attending various train shows.

The Whitby Train Show was the first show we attended after the Bowmanville Show. It was very well attended both days with volunteers.

The Toronto Christmas Train Show, which is one of the largest train shows that we attend was well manned by volunteers. We still had room for more though. There was room for about twenty people and both days we had thirteen volunteers. I wonder if people think that it is such a large show that the openings for volunteers will be filled quickly and so they don't bother to volunteer.

The next show was in Belleville at their Christmas Train Show. On the Saturday, we could have accommodated three or four more volunteers. The Sunday, we had a full house. The organizers moved the show to a different school this year and it was well attended by the public.

There was not another show until January sixteenth at Paris. This is a one-day show, Sunday, and is extremely popular with both the public and volunteers. We had a full compliment of volunteers for this show and sadly a few could not be accommodated because of space limitations. Paris is an amazing show for public interest. The doors

opened at ten and there was a steady, heavy flow of people coming through all day.

As you can see, most shows, there is room for more volunteers on Saturday or Sunday.

As I said in the previous Flimsy, you do not have to be a Master Model Railroader. Just bring whatever you are working on. Our aim is to stir interest in the hobby and if everyone brought the “perfect model”, than the public would be left with the impression that “I can’t do that” and lose interest.

Even if you are building the “perfect model”, to display how you are going about building it, is always an interest to the public.

Some volunteers have brought plastic models that are readily available and weather them, thus showing how to make a terrific looking model from an inexpensive kit.

We have a lady who brings unpainted figures and shows how she paints these figures. She always has people very interested in how she goes about this.

When you volunteer to attend one of these shows there is a twofold feeling. You get pleasure in showing what you are doing and answering questions. You also learn from the other volunteers that are attending the show with you. I feel that I have learned a great deal from my fellow modellers.

Of course, two of the bonuses with volunteering are that you get into the show free and you can browse around the show to see what the vendors are offering before the public is allowed in.

If you are working for your Volunteers Certificate, you will receive a point a day for every show that you attend.

I urge you to try volunteering if you have never done this before. It is not a scary experience. In fact it can be quite enjoyable.

If any of you have been missed when I call for volunteers please let me know that you would like to be included in the list for volunteers.

I did have two people notify me that they had not been notified and hopefully I have that corrected. I have no way of knowing unless you notify me.

The NFR Region Convention is coming up. It will be held at Belleville Ontario this year. The dates are April 15, 16 and 17. I urge you to make every effort to attend YOUR convention. Remember if you do not make the effort to attend, there is a very good possibility of no conventions in the future. The Region Conventions are a bonus for NMRA. Members and should be treated in that light. If you have never attended a convention, try to attend. A Region Convention is far more reasonable to attend than a National Convention. The fellowship, learning from the different clinics and seeing great layouts is well worth the effort.

In closing, I have the sad duty to tell you of the death of a wonderful modeller and friend. John Sutton of the Belleville area died last November the twenty seventh at the age of eighty-six. John was very devoted to the “Corner” and attended all the shows that he could. Even though he was very ill, he volunteered at the “Corner” right up to a month before his death.

Goodbye old friend. You will be missed.

American Vice President Richard Wagner

Wintertime is the busy season for model railroaders. It is the time for us to hurry into the basement (or where-ever your layout is located) and work on our current projects. Except for when real life activities intrude like shoveling snow from the latest offering from Mother Nature, it is a season when we can afford to spend our free time working on our favorite hobby. Like any model railroader, I have been able to slip down to the basement and work on a few Custom Finishing maintenance of way equipment kits (big surprise).

As I work on these kits, lately I have often thought that the prototype railroads used this machinery to replace the armies of track workers necessary to maintain the railroads track and right of way. In the 1950 and 1960's prototype railroads faced a challenge from increasing labor costs and declining revenues. Successful railroads realized that by mechanizing track work, the railroad was able to save the costs of salaries and benefits on personnel. I am told that one tamper could replace 20 men to accomplish this task. A well managed railroad could trade an initial investment on the equipment for the relatively higher cost of salaries and benefits for these employees for the remainder of their work careers. Successful railroads embraced the changes. Less successful railroads (like the New York, New Haven and Hartford) that were unable or unwilling to mechanize their track gangs faced bankruptcy. They did not adapt well to change.

While waiting for the glue to dry on these kits, I ponder if there is a lesson to be learned for our organization. The NMRA and by extension the NFR is in a period of change. The new long range plan and by-laws will impact our organization. You have already seen one change-the unified dues program. In the coming months, you will be asked to vote for new directors at the national level. The Niagara Frontier Region will be changing its constitution and by-laws to conform with the national by-laws. As you will read elsewhere in the Flimsy, plans for NMRA/Canada are also proceeding.

While change is often difficult, it is necessary for an organization if it wants to survive and succeed. Will the NFR be like the railroads that embraced change or like those that were unwilling to adapt? Unlike the prototype, our organization does not have the luxury to trade money for the technologies necessary to adapt and survive. The NFR must rely on its members to accomplish the goals of the organization. It is the volunteers of our organization that are the key to our future. Duncan Allsop once

challenged me that it is not enough just to pay your dues to the organization. If you truly cared about our hobby and our organization you have to get involved. The choice is yours.

Niagara Frontier Region Trustee Clark Kooning

Having returned from the NMRA mid year meeting and I believe it was very positive for all. There are three parts to this interim report.

Overall the NMRA again finished with a surplus for the latest year ending August 31, 2004, an audit was conducted and passed. The ballots for the new directors will be mailed out in Scale Rails in February. Scale Rails will be mailed to all voting members as it is cheaper than doing it separately. Complete voting instructions will be included. Since the start of the new board will be elected all at once, terms of the first directors were selected by a draw. The first directors will serve either a term of 1, 2 or 3 years. This was done so elections will be held in staggered election years so there is board continuity.

The US-based NMRA members who are serviced by the NMRA from the US will have a slightly new dues structure. After a thorough revue of NMRA income and expenses using accurate, audited data gathered over the past three years of operation, it was found that the affiliate members were paying less than their share of the cost of running the organization, and those members who subscribed to Scale Rails were, in effect, subsidizing the affiliate members. Based upon careful scrutiny of the audited financial information, it will now cost \$33.00 for a base membership and \$12.00 for a subscription to Scale Rails. I must emphasize that there is no dues increase! The change is based on proportional cost only, and the total cost for a membership, including Scale Rails, is still \$45.00.

Many non-USA members will have a new rate structure which will take effect September 1, 2005, if all goes right. The rates will be determined by the each separate identity with those being the British Region, Australasia Region and then the country of Canada. The reason for the wording, country of Canada is in order to allow cross boarder regions to continue to function as they are at present, however, with one exception, US members will pay US dues and members in Canada will pay a Canadian based membership rate yet to be set.

Through the International Committee, each trustee of the British Region, Australasia Region along with me (Clark Kooning, MMR) as NMRA Canada Vice President with the assistance of Frank Gerry NMRA President negotiated a new non-US dues proposal to the NMRA which was approved and accepted by the NMRA board. As you may know this process started almost 2 years ago.

The proposal was fairly simple in nature, for Canada it meant Canadian members would support and pay its share for the core NMRA values and programs, pay on a subscription basis for the publication Scale Rails at its true costs. In addition we will buy NMRA liability insurance. What we will not be paying for is the administration costs of the NMRA; instead we will administer this from Canada. What this does is to allow us to be full and equal members and reduce the very large amount of dues dollars being tied to the exchange rates. It will lower the base price from the new \$33 US base rate to an estimated Canadian membership in Canadian dollars to \$20 Cnd. I repeat this is an estimate, as we will now need to pay for the administration process here in Canada. Since this will be on a volunteer basis, I would think we would be able to manage this for \$20 Canadian. This could be even lower if we could find an equal way to raise non-dues funds. The cost for membership in Canada will be determined by a volunteer committee being formed from across the country. I caution again the \$20 is a suggested cost only at this time. And most

important this new arrangement here in Canada will not affect any of our regions or affect any of our cross-border divisions in Canada. It will be business as usual here in the NFR. There are some issues yet to be worked out; however, I believe we will be very successful in order to have this in place for September 1 2005.

I am very excited about this new arrangement with the NMRA for all non-US based members in addition to being much more equitable for the US members who now will not be subsidizing any non-US members. The one most noted is the postal subsidies. This will now end. We will be all equal partners under the new arrangements. We will lower our dues in Canada significantly and will not be tied to the US dollar as much, so fluctuations in the US dollar will not be as large a factor as it stands now.

I will report more to the NFR board in the near future and to the general membership at our spring convention in April.

So as in the past if you have any questions or comments please fell free to contact me.

Secretary
Ann Laxton

Please see page three for NFR election results and official notice of an NFR motion to be considered at the Annual General Meeting in Belleville.

Treasurer
Walter Reid

Nothing to report

Past President
Richard Roth

No Report

Niagara Frontier Region Division Reports

Allegheny Division (Inactive)

Central Ontario Division Superintendent Bob Douglas

Activity within the COD Executive has been restricted to the organization of the NRF Grand Junction Convention to be held in Belleville April 15 to 17. If you are planning on attending please register as soon as possible.

There is a need for Convention Volunteers to help out with some of the activities. Volunteering would be limited to a two or three hour period. Please call me at 613 962 0462 or Email at robert249.douglas@sympatico.ca if you wish to volunteer.

Several COD members have been very active in the Corner Table at train shows.

International Division Superintendent Harvey McIntyre

The January Meet was held at St. Stephen-on-the-Mount Church on Concession St. in Hamilton, Ontario. Clinics were put on by Jim Moir on his software programs "ProTrak" and "Grapevine", Gery Cornwell's Wood 101, Manfred Lessor's hands on clinic on Basic Scenery, and John Kanako's clinic on Model Railroad Design. A special thanks goes out to all the clinic presenters who did not let the woes of Mother Nature prevent them from attending the Meet. On the same note the wintery weather did not keep 24 attendees from enjoying the clinics as well as the welcomed warm lunch put on by the women of the Church.

On February 5, the Modelling with the Masters Clinic was held in the lounge of the H.O.M.E.S. club, in Stoney Creek. Clark Kooning was the instructor for the clinic wood on wood construction of a Blacksmith's Shop in N, HO, and O gauges. Thanks to Clark for a very interesting and

informative clinic on constructing the building using this technique. Perhaps we will see some of the completed kits at the Grand Island Meet in March or at the NFR Convention in Belleville in April.

The March 5, 2005 Meet is to be held at the Grand Island Rec. Centre on Grand Island, New York. Clinics at the March Meet will be presented by Doug Nagel on Building Sommerset Rotary Dumpers, Dick Senge's clinics "The Oil Creek Railroad Co. 1860-1868" and "Modelling the Oil Creek Railroad", and Dave King's clinic, Digital Photography 101. Hope to see you all there as well as at the NFR Convention on April 15, 16, and 17, 2005, at The Ramada Inn on the Bay in Belleville Ontario.

Lake Shores Division Superintendent Dave Mitchell

No report

Ontario Northland Division (Inactive)

St. Lawrence Division Superintendent Stanley Conley

Since our last report in the December Frontier Flimsy the division has had two meets, one at the end of November and one at the end of January. The meet on November 27th brought almost 35 attendees, it would appear that the timing of this get together is just right and the weather co-operated this year and provided us with a perfect afternoon to visit the homes of our layout hosts.

Included in the business of the day was a heartfelt thank-you to all the Railfair volunteers who helped to setup, present, hand out almost 200 certificates to participants and tear down the switching module. I would like to thank Andeas Mank, Tom Badenoch, Gary Baillargeon, Alex Binkley, Paul Anderson, Bob Hobbs, Greg Montague, Grant Knowles, Greg Gee, Paul Bullock, Mike Hamer, and Bill Meek.

I also reminded all gathered that the NFR spring convention would take place in Belleville, Ontario on April 15, 16 and 17. Also mentioned was the availability of clinic slots for anyone who had an interest in making a presentation and that as always volunteers will be needed for many small jobs during the convention.

After suitable socialization, talk and catching up we got underway with a fine introduction to precision, its effects on our models, and how to achieve this quality provided by Bill Meredith. The discussion covered defining precision, and fit, along with tolerances required to construct various types of models such as buildings, rolling stock and mechanisms. Bill continued his discussion by introducing us to the various measurement tools from scales to callipers and micrometers, and for most of us introduced us to the mysteries of the vernier scale.

Our morning continued with a photo journey through a small section of Germany as Andeas Mank provided a slide show and story of his railfanning trip on a narrow gauge passenger and freight line. This line is a regularly operating line which still uses steam locomotives for some of its trains. As with all railways that have survived the test of time there were a few unique examples of rolling stock, in this case I think the small flat cars with the rails on the deck for loading another (incorrectly gauged!) rail car directly on top were the most memorable.

Our final clinic for the morning was provided by Andrew Batchelor and covered the steps to prepare for and mount the coal dealer buildings he built for the switching module. Andrew first introduced us to the models and their relationship to each other and the layout. Then he covered the preparation of the layout for the insertion of the new ground. And finally how he was going to mount the structures and blend the entire scene into the layout.

After a short break for lunch the afternoon's entertainment was provided by three gracious hosts who opened their homes and layouts for our

examination. I would like to thank Don Leger, Barry Innes and Tom Hood for being generous with their time and opening their homes and layouts for our pleasure.

January 29th found us again at Emmanuel United Church, and despite coinciding with the Amherst Railway Society show in West Springfield Mass., we managed to entice roughly 25 devotees to our get together. Business was limited to repeating the information on the NFR spring convention and reminding all that there were spots available at the clinic tables for the Kingston show in mid March.

We started the meet off with a tape from the NMRA library: Russell Straw's Modeling an Historic Site, 1995. Although slightly dated, with an interesting reference to a new but unused resource, computer networks, there is a solid set of useful information on locating historic reference material with emphasis on fire insurance maps.

The meet continued with a clinic presented by Peter Nesbitt on making trees which introduced several variations of armatures, infill material and foliage. Peter works in O scale and the size of some of his trees are impressive!

As always during our meets we went down the display table and encouraged members to expand upon the written display cards, and as usual we were not disappointed by the variety and quality of the display items. Following in a similar vein, we were next entertained by Bob Farquhar as he provided a Power Point presentation of the current state of his just under construction layout in Kingston complete with colourful play by play.

Peter Joyce presented a Power Point presentation put together by the group rebuilding Ottawa street car 696. Peter was looking for feedback on the presentation which is intended primarily as a promotion tool as they seek financial and in kind sponsors to continue their work. The presentation covers the historical background of the Ottawa Car Company, and the Ottawa Transit Commission as well as featuring the progress on car 696.

Finally I presented a short clinic on the upcoming rolling stock scratchbuilding workshop. The presentation covered choosing a project, photos and plans of the car, developing working drawings of the major parts of the car, tools required and optional and in progress photos of the pilot model.

Unfortunately we were unable to come up with a program of layout tours for the afternoon and so our meet drew to a close.

Our next meet will of course be held on March 26th, 2005 and once again be held at Emmanuel United Church, 691 Smyth Road, Ottawa Ontario. As of this writing the content and schedule for the day has not been set but suffice to say that we will likely enjoy another day together. As always I encourage all to bring an item or two or three for the display table to share, encourage and educate all who come.

As always I seek persons willing to provide clinics, ideas for clinics and layout owners who are willing and interested in opening your homes for tours as well as written material for the pages of the Mail Car and now the Frontier Flimsy.

Southern Tier Division (Inactive)

Western Ontario Division
Superintendent Don Hillman

Since the last report, thanks to the efforts of our Train Show Co-coordinator Gord King, the Paris Junction 2005 Model Train Show was a great success. Others who helped out on the Sunday must also be thanked for their efforts. The weather, although quite cold, was sunny and bright which helped boost the attendance. Some 2000 persons, many of them families with young ones, were counted through the front door. This did not include those who manned the operating layouts or vendor tables. Of course there were also some who felt the need to slip in the back door while the vendors were setting up. The show had a number of operating layouts but of note were two small layouts that were designed to allow the younger ones to actually

operate the locomotives and cars. It was a pleasure to see the smiles and glee on the kids faces as they moved the locos and cars around.

Planning is already under way for the Paris Junction 2006 Model Train Show scheduled for 15 January 2006 at the Paris Fairgrounds.

The next event for the Division is the Annual General Meeting scheduled for Saturday 30 April 2006 to be held in Port Stanley. The meeting is to be combined with a series of clinics in the morning and a layout tour in the afternoon. It is hoped that there will be a good turnout of WOD members at the AGM

December Puzzle Solution

By Craig Dunn

1. The Eastbound train backs to the west allowing clearance.
2. Westbound uncouples from 8 cars (leaving these on the main) and runs westbound past the switch.
3. Westbound backs into siding and sets switch to the main line.
4. Eastbound train runs past the switch on the main, and couples to the cars of the westbound train.
5. Westbound with half its train exits siding and moves westward, stopping where clearance allows.
6. Eastbound backs past the siding with its own train and 8 cars of the Eastbound. Throws switch to the siding.
7. Eastbound moves into siding and drops 8 Westbound cars.
8. Eastbound backs out of siding, aligns switch to main.
9. Eastbound departs.
10. Switch thrown to siding. Westbound backs into siding and couples to the cars spotted there by the Eastbound.
11. Westbound slowly departs, allowing the switch to be aligned to the main, and the crew to scramble on board

Niagara Frontier Region Officer Reports

Achievement Program Chairman Peter Nesbitt

Since my last report, the following Achievement Programme Certificate has been earned.

John Sutton Association Volunteer

I regret to say that John passed away very shortly after his application was approved.

If you have any questions concerning the Achievement Programme please free to contact either your Division AP chairman or myself.

Convention Coordinator Ron Bareham

Plans are moving along well for the NFR Convention in 2005, "Grand Junction", to be held at the Ramada Inn on the Bay, Belleville, Ontario. The dates are April 15, 16 and 17. A full slate of clinics has been arranged. There is limited space for Clark Kooning's clinic on building a laser kit bunkhouse, so be sure to sign up early. Also, make sure that you book a room at the hotel no later than March 15, or you will have to pay the regular room rate, higher than the rate we negotiated for the convention. Complete details and a registration form are elsewhere in this copy of the Flimsy.

The convention handbook has had a small change made regarding the profit from the Raffle. If the convention as a whole suffers a loss, the Raffle profits must be used to offset it. The rest of the Convention Guide could use a revision, but time does not permit me to move on that at present.

I am looking forward to the convention in Chatham to be sponsored by the Chatham Model Railroad Club in the spring of 2006. The NFR hasn't been

there for over 15 years. This convention will have several interesting events, including a Train Show. Watch for future announcements about the Chatham convention. There is a strong possibility of convention bids from other groups for the years 2007 and 2008, but no actual news at this time. Make plans now to attend these NFR Conventions. You'll learn much about our hobby and will meet many new and old friends.

Frontier Flimsy Editor Stanley Conley

Thanks go to Diane Dodds, my better half, for proofreading and general pickiness.

Frontier Flimsy Distribution Don Hillman

Along with the Frontier Flimsy some individuals will receive a pre-printed renewal notice for membership in the NFR complete with name, address, city, etc., NMRA ID #, NFR #, expire date. As there is always some problems coordinating data from NMRA national and the lead times to produce the forms and mail the Frontier Flimsy, it is possible that some members may receive a renewal request when they have already made their remittance. If you fall into this small group, please ignore the request and thank you for your continuing support.

Historian Barry Laxton

Nothing to report

Membership/Registrar John Ames

Nothing to report

Model Contest

James Whatley

The next convention model contest is around the corner and will be held at the Grand Junction: The NFR 2005 Convention on the April 15 to 17, 2005 weekend. I would like to encourage everyone to participate and share your work with others. We will be running the dual format with the Appearance Contest and the Regular, Judged Contest.

The Appearance Contest has two divisions – Prototype and Freelance. Anyone is eligible and winners are determined by a popular vote by all the convention delegates. All you need to do is bring a model from your layout or display case - there is no paperwork involved other than to provide simple information such as your name and address.

The Regular Judged contest is open to all NMRA members and entrants are eligible to earn Achievement Program Merit Awards for models scoring 87.5 points or greater out of 125. I would like to remind members of the two new awards introduced last year. The Best Narrow Gauge Award, sponsored by the St. Lawrence Division, is available to the highest scoring model of any narrow gauge subject in the scratchbuilt or kitbashed category with a minimum score of 87.5 points. The Ed Van Leer Best Traction Award, sponsored by the Lakeshores Division and The Rochester Model Railroad Club, is available to the highest scoring model of any traction subject in the scratchbuilt or kitbashed category with a minimum score of 87.5 points. I would especially encourage everyone with narrow gauge or traction models to participate and support these new awards.

Although not new, I would again like to emphasize the Best Junior Award. The qualifications to compete for this award are very simple. This award may be earned by any modeler 19 years of age or under on the day of the contest having the highest scoring model entered in this category. That's it. Anyone with a son or daughter, or perhaps a friend or neighbour, would be doing a great service by mentoring a young person to build a model and bring it to the contest. In 2004, a fine entry won this award and I hope we will see more handiwork from young people again this year!

The NFR model contest is a great way to learn new techniques and show others your unique creations, so please plan on attending so others may see your efforts first hand!

Schedule

Saturday April 16, 08:00-10:30 Contest entry and Appearance voting (contest room open)
10:30-12:00 Judging (contest room open)
12:00-13:00 Lunch (contest room closed)
13:00-14:30 Judging (contest room open)
14:30 Contest room closed until after banquet & awards
21:00-22:00 Contest room open for viewing
22:00-23:00 Model pickup

Notes:

1. **All** registered convention participants may vote in the appearance contest and will receive a ballot with their registration package.
2. All models **MUST** be picked up after the banquet on Saturday night between 22:00 and 23:00.

Entry Forms and Rules

A complete set of Entry Forms and Rules for the Regular and Appearance contests were published in the March, 2004 Flimsy. Please make as many photocopies as you wish. Forms are also available on the NFR website: www.nfr-nmra.org under the Contests tab. If you do not have access to either of these options, please write me at the address below and I will mail you a set:

James Whatley
1423 Lochlin Trail
Mississauga, Ontario, Canada
L5G 3V5

Regular, Judged Contest

Models entered in the Regular, Judged contest are evaluated by a panel of judges using NMRA rules and point scoring guidelines. Models in this category scoring greater than 87 points out of 125 are also eligible to receive an Achievement Program Merit Award. Entrants in the Regular contest must complete the following forms for each model entered:

“NFR Judged Contest Entry Form”
“Model Contest Judges' Score Sheet”

The judges' score sheet form helps the judges understand how much work you have actually done to build your model and is intended to provide an opportunity for you to highlight any special or unique features and/or techniques used. **Remember to include photos, drawings, field sketches and/or measurements of the prototype, or other reference material as supporting documentation for the Conformity section.**

Appearance Contest

Models entered in the Prototype and Freelance Appearance Contest are voted on by all registered convention participants using the popular choice method. Each registrant will receive an Appearance Contest ballot in their registration kit. Entrants in the Appearance Contest must complete the following simple form for each model entered (no other documentation is required for this category):

“NFR Appearance Contest Entry Form”

Railway Clearances

By Craig Dunn

Main Line Clearances

Railways are indeed strange in the manner in which they choose to do things. With clearances along the line there seems to be no reason as to why some clearances are determined as a distance from the centre of the track, and in another instance, the clearance is determined by the distance from the inside edge (gauge side) of the closest rail to a structure. As this is the way CN sets clearances, it has to be assumed that other railways having interchange traffic must have similar clearances. The railroads seem to have clearances established for “main track”, which would imply the rail line, and clearances for buildings and platforms, which appear to be quite different as these are situated on sidings. So let’s take a look at the things that litter the main line of a railroad. First, the **minimum clearance** used by railways is usually set at **16' 0"** from the centre line of the track, or **8'** to either side of the centre line. This measurement applies to bridges and tunnels, and anything else that might completely or partially cover the line. In this latter case a steep walled rock cut might qualify for this minimum clearance.

All the items that follow have specific clearances from the track. It could be that as a modeler you are missing some scenic opportunities by not having some of these items on your road, and possibly not having these at the correct clearance. If you attempt to place these items on model curves, the clearances would have to become larger.

One of the most noticeable is a Railway Crossing sign as seen on the highways and roads throughout the country. A **simple crossbuck** is usually one of the items with the greatest clearance. The measurement for this is taken from the gauge side of the closest rail and is specified as “**not less than 10' 0"**”, although these can apparently could be more.

Some other signs on the line are very specific. An “**end of double track sign**” clearance is set at **10' 0"** from the gauge edge of the closest rail. At the same time, a Railway crossing of another railway, or a sign indicating **a junction, or a drawbridge** are all set at that same **10' 0"**, from the gauge side of the track. Other signs set at the same 10' distance were **Speed Restriction signs Station Limit Boards, and Yard Limit Boards.**

So as not to be obscured by other signs the “**snow plow and flanger**” sign is set up at **9' 0"** from the track. This is one sign seldom seen on layouts and there should be a number of them. It consists of a narrow pole, either wood or metal with a horizontal plate about 8 inches high and over a foot long, with either two black circles on either side of the upright pole or two holes cut through the horizontal plate. These act as a warning to lift the flanger, or the plow at crossings, or obstructions between the rails. **Engine Limit Boards** are also set **9'** from the gauge side of the rail. These simply state, “**Engines Must Not Pass this Point**”.

For those running trains from an earlier period, **semaphore signals** are placed **8' 0"** from the rail to the centre of the semaphore support. There is no indication as to the height clearance but 22' is the height of the actual semaphore signal. There were often accouterments above this 22'. An unobstructed view is one of the requirements of a semaphore, so don’t place a tree in front of it. Again, that measurement is from the gauge side of the rail. Also placed at **8'** from the rail were **Culvert No. Boards** which I don’t recall seeing on any model railroad. They don’t appear on my line at this time but sometime soon, I’ll make some. Other items set at the same **8'** from the rail are **Whistle Posts and Stop Signs. Bridge and Tunnel warning signs** were also placed at 8'.

The exterior of a **Coaling Tower** was placed situated **9'** from the centre line of the track. Also set at **9'** from the centre line of the track were **Intermediate Height Switch Stands.** Here the distance refers to the centre line of the switch, as well as the centre line of the track. **Low Switch Stands** were set at **6'6"** but the height could not exceed **4'**.

One item that sits very close to the track is a **stand pipe** for delivering water to the tender of a steam locomotive. The nearest point on the stand pipe to the gauge side of the rail was **6' 0"**. The supporting base of the stand pipe was closer to the rails because of the cone shape, but it was low enough not to interfere with movement on the line.

Other items that were very close to the track were a **Mail Carrier**, to place mail for pick up by a passing train. Loaded with mail, the mail bag was only **7' 1 ¾"** from the centre of the track. The only other item that was closer were the **bridge guard rails** that are there to prevent derailed equipment from going off the bridge. These were placed at **5' 5"** from the bridge centre line. All of the above items would be encountered along the right of way.

Now a quick look at the structural clearances usually found on sidings only, as some of the distances seem far to close for main line traffic.

Clearances at Sidings

Ice Platforms were usually set on sidings to allow traffic the ability to keep moving while reefers were being iced. The **icing platform** was set at **3' 10"** from the gauge side of the nearest rail. With a structure as close as that, the track probably had a speed restriction sign on it as well.

Stock Chutes were set at **7' 0"** but this was measured from the centre line of the track.

Freight Sheds and **Transfer Platforms on sidings** were placed at **5' 7 ¼"** from that same centre line. Buildings similar to these but on the main line were placed **6' 0"** from the gauge side of the rail. For those running passenger service, **Station Platforms** are allowed to be as close as **3' 0"** from the gauge side of the rail.

Quick Reference

To determine the point of measurement, **CL** means Centre Line, and **GS** means Gauge Side of closest rail

Bridges	CL	8'
Bridge Guard Rails	CL	5' 5"
Coaling Tower	CL	9'
Freight Sheds	CL	5' 7 ¾" on sidings only
Mail Carrier	CL	7" 1 ¾"
Stock Chutes	CL	7' 0"
Switch Stands -Low	CL	6' 6" not more than 4' high
-Intermediate	CL	9'0"
Tunnels	CL	8'
Whistle Posts	GS	8'
Yard Limit Boards	GS	10'
Culvert Number Boards	GS	8'
End of Double Track Sign	GS	10'
Engine Limit Boards	GS	9' 0"
Railway Crossing Highway Road Signs	GS	10'
Semaphore Signal supports	GS	8" to centre of the support
Snow Plow and Flanger Warning Boards	GS	9'
Speed Restriction Boards	GS	10'
Stand Pipes	GS	6'
Station Limit Boards	GS	10'
Station Platforms	GS	3' 0"
Stop Signs on Railway Line	GS	8'
Icing Platforms	GS	3' 10"
Junction Warning Boards	GS	10' 0"

Tales of the Midland Railway

By Ron Bareham

Building a Structure from an old Article



The new coaling station at Midland ready to serve the hardworking steamers of the Midland Road.

For many years, since I was a teenager, I had planned to build a particular structure from an article by Sherman Dance. The article was titled *Scenic Railroad Building: Coaling Station*, and was printed in the October 1950 issue of *Railroad Model Craftsman*. I was attracted to the sense of rightness in the appearance of the structure, as well as by what seemed to be the ease of construction from its simple lines. There were no external trappings such as stairs or coal chutes. The stairs were inside and the tippie concealed by the bottom of the structure itself. In the spring of 2004, the time had come finally for me to realize this particular dream.

My first mistake was in planning to work on it at the NFR Craftsman's Corner at a Train Show. I was there also to promote a convention, so my mind was hardly focused on the construction job. Before the Train Show, I checked the magazine and quickly scanned the article. In 1950, most structures were built of cardboard braced with wood strips. Well, I wasn't going to build my Coaling Station of cardboard. I made a parts list and headed for the hobby shop to check on the availability of styrene, my favorite material. There were plenty of strips for bracing, but that shop did not have sheet styrene scribed to simulate boards. Disappointed, I turned to Northeastern wood products and found enough for a start. At the Show itself I found more wood pieces from a Canadian manufacturer. In between talking about the convention and attending an executive meeting, I actually started on the model.

The first step was to make a sketch of how the pieces were to be laid out. The article had drawings made in half HO scale. I had my scale rule with me, so that was no problem. I actually made a fair amount of progress in the two days of the Show despite having left some vital tools behind, like toothpicks for spreading glue. The four sides were completed before we left.

I returned to the construction in early January 2005. Now I began to see the lack of specifics in the original article. For example, “The coal drop ... is cut from a block of white pine ...”. The concrete footing for the bin supports is “cut to size and shape from white pine.” From the drawing I discovered that those bin supports would be a scale 21 inches square, and that the concrete footing would be rather oversized also. I reduced these dimensions to more realistic ones and continued. The location of the hoist chute differed, as the author confessed from that shown in the drawings. He had a location problem and fixed it by relocating the hoist chute to one end of the structure instead of on the back. I had to do the same thing for the same reason. It is presumed that the hopper cars drop the coal into a pit under the track and that the hoist mechanism runs from that pit up the chute to the top where the coal is dumped into the bin of the Coaling Station. That coal tipple originally was to be about 8 scale feet long, so it was compressed also.

The completed Coaling Station now stands on the layout at Midland. It spans the passing track of the main siding there, so that every locomotive which enters the town has to pass under it. This makes it handy to stop and pretend that coal is actually being dropped into the tender. It took me over 54 years to build the Coaling Station. I’m glad it’s finally done!

December Puzzle Solution

By Ken McLean

Move	Operation	Move	Operation
0	East bound (EB) train meets west bound (WB) train at a siding with a fouled east switch. Crews discuss a plan of action.	14	EB moves forward to clear siding.
1	EB train uncouples at mid train.	15	WB moves forward to main.
2	EB moves forward into the siding	16	WB moves back to tail of EB train.
3	WB train moves forward to the tail of EB train.	17	WB couples on to caboose of EB train.
4	WB couples to the tail of EB train.	18	WB uncouples at caboose of WB train.
5	WB moves forward to clear main for EB to exit siding.	19	WB moves forward to clear siding.
6	EB moves back on the main and up to the tail of WB train.	20	WB moves back onto siding.
7	EB couples to WB caboose.	21	WB uncouples tail of EB train.
8	WB uncouples at mid train.	22	WB moves forward to the main.
9	EB moves forward to clear siding.	23	WB moves back to the tail of WB train.
10	WB uncouples tail of EB train.	24	WB couples to the tail of WB train.
11	WB moves back into siding.	25	WB moves forward to clear siding.
12	EB moves back to tail of EB train.	26	WB moves back into siding.
13	EB couples to tail of EB train.	27	WB couples to tail of EB train.
		28	WB moves forward to main.
		29	EB backs to the tail of EB train.
		30	EB couples to tail of EB train.
		31	WB uncouples at caboose of EB train.
		32	WB train departs.
		33	EB train departs.



Location: Belleville, Ontario

Dates: April 15, 16, 17, 2005

Programme:

Layout Tour: 1 PM to 5 PM Saturday. Some layouts open on Sunday afternoon.

NFR Banquet: Achievement Awards, contest winners.

NFR Raffle: Great prizes! Results posted during the banquet.

Model, Photo and Non Rail Contests – register Saturday 8 AM.

AP Judging: In the Model Contest

NFR Annual Meeting: Sunday morning between 9 and 11 AM.

Railfan Heaven! 60 trains a day, on CPR and CNR lines! The hotel is a few steps away from the main CP line, and The Belleville Club is on the main CN line beside the station.

Cost?

Canadian Dollars:

Full Convention	\$65.00
Convention only	\$40.00
Banquet Only	\$35.00

US Dollars:

Full Convention	\$58.50
Convention Only	\$36.00
Banquet Only	\$31.50

Excellent clinics!

Clark Kooning – (6 to 11 PM Friday)

Construct and make laser kit Bunk House for your layout:
(extra fare –see registration form)
(limited to 24 participants)

Other Clinics presented twice each: 4:00-11:30 PM Friday and 9:30-11:30 AM Saturday

Keith Hansen – CN's Oshawa Railway in the diesel era, some modelling ideas. (slides, film)

Dave King –Electronics to run a Grade Crossing Flasher

Steve Lucas - Modelling the Campbellford Sub

Richard McQuade - From Garden to Layout: Good Looking Trees from Sedum

Walter Reid - The Dolly Varden Mine Railway – A Small Railway You Can Model

Gary Shurgold - Model Railroad Engineer – Civil

Richard Wagner - The Colorful Penn Central

Brian West – The Grand Junction Railway

Bruce Wilson - Culm Valley Light Railway, Modelling a Great Western Railway Branchline.

More Information Contact:

Robert Douglas Phone:613-962-0862

email:robert249.douglas@sympatico.ca

Neville Meads phone:705-731-0893

Ron Bareham email:bareham@execulink.com

Convention Hotel Ramada Inn on the Bay



*Come to Grand Junction
In 2005!*

Grand Junction: The NFR 2005 Convention
The Ramada Inn on the Bay, Belleville, Ontario
Friday, Saturday & Sunday, April 15, 16 and 17, 2005.
The Grand Junction offers Clinics and Layout tours

<u>Registrant #1</u>	<u>Registration Form</u>	<u>Registrant #2</u>
Please Indicate Rail _____ Non-rail _____		Please Indicate Rail _____ Non-rail _____
Name _____		Name _____
Address _____		Address _____
City _____ State/Prov. _____		City _____ State/Prov. _____
Postal Code _____		Postal Code _____
NMRA # _____ Region _____		NMRA # _____ Region _____
E-Mail _____ SIG _____		E-Mail _____ SIG _____
Telephone _____		Telephone _____

Fare Calculations

<u>Canadian</u>	<u>American</u>
Adult Full Fare _____ @ \$65.00 Each= \$ _____	_____ @ \$58.50 Each= \$ _____
(Includes Banquet) Number _____	Number _____
Banquet Only _____ @ \$35.00 Each= \$ _____	_____ @ \$31.50 Each= \$ _____
Number _____	Number _____
Convention Only _____ @ \$40.00 Each= \$ _____	_____ @ \$36.00 Each= \$ _____
Number _____	Number _____
Hands On Clinic _____ @ _____ Each= \$ _____	_____ @ \$ _____ Each= \$ _____
Number _____	Number _____
Total Remitted _____ \$ _____	_____ \$ _____

Hands On Clinic conducted by Clark Kooning on Friday night
Construct and make: laser kit Bunk House for your layout:

Please indicate scale by circling N HO S O
 Costs are \$25.00 for N and HO, \$30.00 for S and O Scale (US 22.50, 27.00)

If you are attending the Banquet please indicate any dietary considerations. _____

One Registrant must be an NMRA member. If not, please enclose \$23.00 (US Funds) to join the NMRA
The Convention Hotel is the Ramada Inn on the Bay
11 Bay Bridge Road, Belleville, Ont. K8P 3P6
Local telephone 1-613-968-3411
Toll Free Telephone 1-800-420-3555

All Conventioneers are responsible for making their own reservations at the hotel. Please indicate that you will be attending Grand Junction in order to receive the Convention room rate. The room rate is \$99.00 per night Queen, \$109.00 Double, \$99.00 Queen and Sofa. Avoid disappointment by booking early and getting what you require. The hotel requires that all rooms be booked by March 15, 2005, or they will be released, at a higher rate.

Please return the completed registration form with full payment to:

Neville Meads, 26 Russell Hill Rd., R.R.#1, Bobcaygeon, ON K0M 1A0

All cheques or Money Orders are to be made payable to Grand Junction

Questions can be answered at either robert249.douglas@sympatico.ca or bareham@execulink.com

Regional Train Orders

March 5, 2005. Coburg, Ontario. The Coburg Model railroaders present the Coburg Model Train Show at the Lions Community Centre, Elgin Street East, Coburg, Ontario. Saturday only, 10:00 a.m. to 4:30 p.m. Admission, Adults \$4.00, Seniors \$3.00, Children \$1.00. Information from Ted Rafuse, 905-372-8375.

March 6, 2005. London, Ontario. The Thames Valley Central Show and Sale at The South London Community Center, Jalna Blvd, behind White Oaks Mall. Times 10:00 a.m. to 3:00 p.m. Adults \$3.00, Students \$1.00, children under 12 are free if accompanied. Information from Bob Drake at 519-269-9750 or e-mail quakr@enoreo.on.ca .

March 6, 2005. Niagara Falls Model Train Show. Vendors and Displays. The Optimist Hall on Dorchester Road, exit the QEW at Thorold Stone Road East. Times 10:00 a.m. to 3:30 p.m. Admission Adults \$4.00, Seniors and children \$3.00. Under 10 years of age, Free. Information from nfmrs@nfrm.ca or phone 905-357-6538.

March 6, 2005. Rochester, New York. Annual Shamrock Toy Train Meet sponsored by the Toy Train Collectors Society Ltd. Logan's Party House, Scottsville Road (Route 383). 10:00 a.m. to 3:00 p.m. Adults \$5.00, Children under 12 \$2.00. Information Bob Mooney 585-223-6338.

March 12 & 13th, 2005. Rochester, New York. The Rochester Model Railroad Club Open House. Basement of the First Universalist Church, 150 South Clinton Avenue. Saturday 10:00 a.m. to 5:00 p.m., Sunday 1:00 p.m. to 5:00 p.m. Donation: Adults \$3.00, Children 6-12 \$2.00, children under 6 free. Information contact 585-454-2567.

March 20, 2005. Henrietta, New York. Spring Train Show presented by the RIT Model Railroad Club. R.I.T. Student-Alumni Union. 10:00 a.m. to 3:00 p.m. Admission General \$3.00, Seniors \$2.00, Children under 12 and students with id free. Information at www.ritmrc.org .

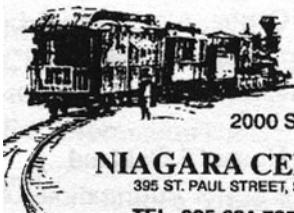
March 26, 2005. The St. Lawrence Division of the NFR meet. Emmanuel United Church, 691 Smyth Road, Ottawa, Ontario. Information from Stan Conley, 613-841-1950 or e-mail stanley_conley@carleton.ca .

April 3 and 10, 2005. Toronto, Ontario. York Railway Modellers will hold its 13th Annual Spring Open Houses at 5 Oakland Ave in North York, Ontario. Hours are 11:00 a.m. to 4:00 p.m. Admission is \$5.00 per adult and \$1.00 per child. For more information contact Bill Dewar at 905-840-4983.



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April 9, 2005. The Doubleheaders Layout Tour covering Kitchener, Waterloo, Cambridge and Guelph, Ontario. from 9:00 a.m. to 9:00 p.m. for a self guided tour. Forty layouts. Registrations, tickets and maps, available between 9:00 a.m. and 3:00 p.m. at the Hespler Arena, 640 Ellis Road West, Cambridge. From Highway 401 take Exit 286, Townline Road North and turn left on to Ellis. Cost is \$5.00 to every person. Information available from 519-658-4417.

April 15, 16, & 17, 2005. Bellville, Ontario: The NFR AGrand Junction® Annual Convention at The Ramada Inn on the Bay, 11 Bay Bridge Road, Bellville K8P 3P6. Mention AThe Grand Junction® when booking your room to ensure you get the convention rate, which is only available until March 14, 2005. Contests, banquet, & the NFR Raffle. Full convention \$65.00, Convention Only \$40.00, Banquet only \$35.00. Information from Bob Douglas, 613-962-0462. Registration through Neville Meads, Russell Hill Rd. RR #1, Bobcaygeon, Ont. K0M 1A0 or phone 705-732-0893.

April 17, 2005. Woodstock, Ontario. The Woodstock Model Train Show, 10:00 a.m. to 3:00 p.m. at the Oxford Auditorium at the Woodstock Fairgrounds Admission \$4.00, Children under 12 free. Information from Ian at 519-426-8875 or e-mail toyshow@kwic.com .

April 23 and 24, 2005. Ithaca, New York. 22nd Annual Finger Lakes Railfair sponsored by the Cornell Railroad Historical Society and the Cornell Chapter, National Railway Historical Society. Saturday 10:00 a.m.-5:00 p.m., Sunday 10:00 a.m.-4:00 p.m.. Located at "the Field" 1767 East Shore Drive (NY route 34), Lansing, NY. Admission Adults \$5.00, Children 3-12 \$2.00 and Family \$10.00. Information James S. Torgeson 716-439-2577 email:jst25@cornell.edu or www.lehighvalleyrr.com or www.crcthefield.org .

April 23 and 24, 2005. Hamilton, Ont. The Blood, Sweat, and Tears Railroad Open House at 33 Corinthian Dr. Hamilton Ont. L8W 1X3. A final showing of the BS&T before dismantling and moving. For Information contact Gary Courtmanche, 905-388-4923.

April 23, 2005. Toronto, Campus of Humber College. Prototype Modeller's Meet 2005. Start time is 8:45 a.m. Admission \$10.00. For Information contact Alan Welch, 414-239-6454, email:acwelch@interlog.com or http://home.interlog.com/acwelch/Railway_Prototype_Modeller_Toronto_Meet.html .

May 1, 2005. Guelph, Ontario. The Guelph Model Railroad Society Inc. Train Show at 50 Crimea Street. Time 10:00 a.m. to 5:00 p.m. Admission \$4.00 Information from 519-856-4983 or 905-878-5009 or see the web site at www.trainweb.org/gmrs .



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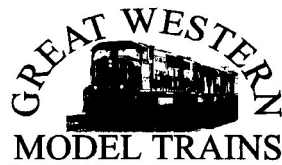
489 Brant St., Burlington, Ontario L7R 2G5
Tel: (905) 637-3721 • Fax: (905) 639-6658

May 7, 2005, Stayner, Ontario. The Nottawasaga Model Railroad Club 11th Annual Auction at St. Patrick's Parish Hall on Cedar Street, Stayner, Ontario. Open for consignments from 8:30 a.m.-10:00 a.m. Auction from 12 noon to 5:00 p.m. Admission \$3.00. Information from Bill Payne, 705-429-2762 or Dolf Roelofsen, 705-445-7317.

May 7 & 8, and May 14 & 15, 2005. Aberfoyle, Ontario. Sponsored by the Aberfoyle Junction Model Railroad, this "O" scale club will be open to the public. Club premises: a Quonset hut at the south edge of the village limits, #128 Brock Road, 1.5 km north of Hwy. 401, Exit # 299, Times 10:00 a.m. to 4:30 p.m. Adults \$6.00, Students/Seniors \$4.00, Children \$3.00 Contact Craig Webb, 257 Broadway Avenue. Hamilton, Ontario. L8S 2W7 or phone 905-527-5474.

May 28, 2005. Kemptville, Ontario. St. Lawrence Division may meet. Leslie Hall, St James Anglican Church, Clothier St. W. Registration opens at 9:30 a.m. Admission \$5. Details on the web at http://www3.sympatico.ca/gd.kowles/sld/sld_index.htm .

October 29, 2005, Harriston, Ontario. Annual "BOOMERS" auction of model railroad equipment and materials at the Harriston Community Center. Admission \$5.00 (includes door prize draws). Tables available at 8:00 a.m., auction starts at 10:00 a.m.. For additional information contact Harold G. Jones, 16 Conroy Cres, Guelph, ON N1G 2V6, Canada. 519-821-2454 Email:hgjones@golden.net .

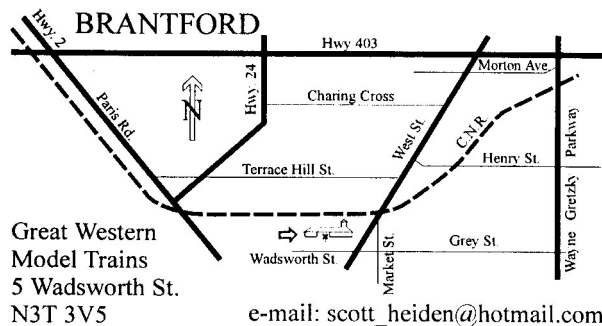


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Volunteers 'hard' at work in the NFR Craftsman's Corner Paris Train Show January 16, 2005

Pictures supplied by Neville Meads



Neville Meads, John Sutton and Glenn Bauberger



Rich Chrysler



Dan McLean and Bruce Leckie



Steve Lucas



Ron Gutteman, Gord McItyre and Ron Bareham