



FRONTIER FLIMSY

The Quarterly Newsletter of the Niagara Frontier Region, NMRA

December 2005 Volume 51 No. 4

\$6.00



What a surprise railfanning in Altoona!! Pennsylvania E8A #5711 passing Alto Tower leading a Norfolk Southern business train returning from the Horseshoe Curve to the Railroaders Memorial Museum in Altoona Pennsylvania. Photographed September 30, 2005 by Walter Reid.

**The Niagara Frontier Region
NMRA**

Frontier Flimsy

December 2005
Volume 51 Number 4
Stanley Conley, Editor
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Waybill

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Mold - Old News from the Regional Historian

The Frontier Flimsy's 50!

Barry Laxton-Region Historian

This year marks the 50th anniversary of the publication you are holding in your hands right now - The Frontier Flimsy. Its first year was 1955. Although our Region was founded in 1947, shortly after *whatever happened at Roswell NM happened*; it did not have its own newsletter right away. Instead, NFR regional news was published in the Regional News section of the NMRA Bulletin. However, by 1954, it was decided by the membership that a separate quarterly regional newsletter was necessary.

The first problem: What to call it? NFR President Hugh L. Jack offered a prize for the best suitable name. It was won by Richard J. Fahey, then of St. Catharines. The prize, presented at the Fall 1954 convention in Brantford, was a tie clip rendition of the locomotive from the New York State Express, with cuff-links featuring two of the coaches.

The name "Frontier Flimsy" was selected as being "short, easily pronounced and having a railroad flavor, as well as incorporating part of the name of the region."

To get the Frontier Flimsy, however, you had to become an "Active Member," which required that you pay \$1.00 per year to the NFR. Up to that time, we had never charged anything for Regional Membership.

For many years, the first issue of each year was sent free to all NMRA members residing within the region's boundaries and not (yet) an "Active Member." This was a very successful recruiting method.

The first Flimsy issue proclaimed: "There will be no paid advertising in the Flimsy, but there will be free listings of all hobby shops in the Region, as well as of sources of supply of useful materials. Anyone can submit names for these listings." Unfortunately, these listings stopped after that issue.

Later, Volume 5 (1959) announced a new theme: "I saw your ad in The Frontier Flimsy." Commercial rates were \$4 for one inch in one issue, Classified rates were \$1 for 15 words (name and address were free), and Pikes and Clubs could advertise for \$1 for four lines in four issues. Postage at that time was 2 cents.

The Flimsy is the regional glue that links all members, regardless of whether they are able to attend any or all conventions and whether or not divisional activities are convenient to them.

The Flimsy staff is all volunteer. It is a demanding task and falls upon a few willing hands. Below are listed the official Editors, but appreciation is due all of those who have contributed material and have carried out the tedious job of physical preparation and distribution of our publication.

1955	Bruce Shier
1956-57	Ronald F. Gates
1958-61	Leslie Torrens
1962-63	Frank Bell and Les Torrens
1963-64	Edward A. Jordan
1965-66	Art Loomis
1966-70	John Marshall
1970-72	David Sandland
1972-76	Rick Oliver
1976-83	Ed Haydon
1984-87	Don McMurrich
1988-90	Ken Elliott
1990-01	Richard Dilley
2001-03	Craig Dunn
2003-04	John Johnston
2004-05	Craig Dunn (again)
2005-	Stan Conley

Last Run

David Richard Alexander Giles

Of Mississauga, Ontario passed away on Saturday November 5, 2005 succumbing to a cancerous brain tumor at the age of 53. David was an avid model train collector over the past 20 years or so, collecting everything from N through O scales. He will be missed deeply.

Niagara Frontier Region Executive Reports

President

Richard Wagner

Season's greetings! It is hard to believe that the holidays are fast approaching. The holiday season is a time of renewal and reflection. It is also a time of sharing with family and friends and of course the time that most of us model railroaders got our start in this hobby. Like most model railroaders, it is time to go back into the basement and work on the layout. However, I have had the opportunity to venture out and participate in some of the many activities that this season presents. I attended the International division meet on September 10 and Lakeshores division meet on October 22. I have represented the region at Modeler's Corners held at the Rochester Institute of Technology Club's show on October 16 and the Genesee Society of Model Engineers show in Batavia on November 13.

Modeler's Corners had, and continues to have, several purposes. The first is to attract new members in the NMRA and the NFR. The NFR has attracted several new members at the many shows in our region and I would like to take this opportunity to welcome them aboard. I would also like to express my thanks to the modelers who work at the Modeler's Corners. Your participation was much appreciated. Thank you for representing our organization.

The second reason why we exhibit at these shows is to demonstrate to the public what scale model railroading is about and what our organization supports. It is a opportunity to demonstrate that we are not hiding in our basement collecting and playing with toy trains. Participation in modeler's corners allows us to explain how we create a scale representation of the rail transportation system. It is that second purpose which best promotes the hobby. While attracting new members supports our organization, promotion of scale model railroading strengthens our hobby in general.

In addition to generating continued interest in model railroading, a modeler's corner functions as an idea and information exchange. During the many years I have participated in the modeler's corners, I have been able to share techniques and information with less experienced modelers and learn from some of the more experienced modelers. In short, it promotes the good fellowship that the National Model Railroad Association is known for.

Finally, participation in these shows also supports the clubs and provides an attraction to generate interest. As an organization we need to support the grass roots level of the hobby and help local organizations spread the word about model railroading. This support is a two way "track" and it is returned to our organization on the local, regional and national level.

In addition to activities mentioned above, the NFR board met at the Toronto Christmas Train on October 29. I am please to report that the region's budget for next year was passed. Don Hillman, NFR Registrar and NMRA/Canada Registrar also gave the board a report on the current status of NMRA/Canada.

Department chairs were reappointed to their positions with the addition of a few new faces. I am pleased to welcome Mike Kennelly as the new Southern Tier Region representative. Mike has several ideas to start a program in this division and I am looking forward to traveling to the Binghamton Area for their first division meet early next year. Also joining the NFR board is Bill Estes. Bill's title is Assistant Convention Coordinator and will assist Ron Bareham with his convention duties. Bill gave an enthusiastic presentation to the Lakeshores Division meet about the upcoming Chatham Express next spring.

As you may realize, our treasurer, Walter Reid along with his daughter Wendy, have been doing double duty as the NFR Web master. I suspect that Walter was a little bit too excited when I proposed the appointment of a new NFR Web master. However, before I announce this appointment, I would like to express my gratitude at the work that Walter and Wendy have done on the web site. Mike Roque' has joined our group as the NFR Web master. Mike is a professional web developer and is also working with the NER and the NMRA on their web pages. Mike is also active with the NRHS Rochester Chapter and the RIT Model Railroad Club.

Stay on Track.

American Vice President

Richard Roth

One of my primary goals is to see the AHD reactivated within the next 6 to 12 months. I would also like to see more interest and activity in the STD as well. I fear however that we may very well see those in the STD

gravitate more strongly to the NER as they have been already been moving in that direction. As soon as I can get an up-to-date listing of NMRA members living within the AHD boundary, I intend to send a mailing to gauge the interest in having an activity in the spring that can serve as the gathering place for a rising from the ashes so to speak. Once those in the area have been polled, it will then be time to plan the next steps.

I think all of our Divisions will need to do some serious planning to be able to support themselves while addressing the needs of those in their service areas. With mandates from National that no dues can be levied, other means of support must be found. While train shows can serve as a revenue source, some areas including the Erie, PA area already have shows sponsored by other groups and clubs. This may have serious impact on the healthy Divisions. We must look at what can be done with creative thinking to solve this problem.

Canadian Vice President Neville Meads

As this report is written, the “Craftsman’s Corner” has attended three train shows this fall. The first was Brampton on the weekend of October 1st & 2nd. We had a good turnout of volunteers for this show; Saturday’s were Fran Phillips, Keith Lebold, Dan McLean, Gord MacBride, Ron Bareham and Gord McIntyre and on Sunday were Dan McLean, Bruce Leckie, Ron Guttman, Bill Dewar, Les Kauffeldt and John Brown.

This was the first show that we had attended since the new dues structure came into effect. There was great interest shown in the new NMRA Canada and many people took application forms. Everyone who took application forms had the dues structure explained to them. I feel that if only a quarter of the people who took application forms became new members, we will see a marked increase in our enrolment.

The second show was in Bowmanville on the weekend of October 15 & 16. On Saturday the Volunteers were Dan McLean, Bruce Leckie, Les Kauffeldt and Lionel Strang. Sunday the volunteers were Fran Phillips, Keith Lebold, Gord MacBride, Ron Beresford and Ron Guttman.

The third show was the Toronto Xmas Train Show held on the weekend of October 29 & 30. Saturday we had as volunteers Rich Hatton, Gord MacBride, Fran Phillips, Keith Lebold, Ron Bareham, Don Bernat, Gord

McIntyre, Ron Beresford, Dan McLean, Bruce Wilson, John Brown, Les Kauffeldt, Lionel Strang, Harvey McIntyre and Chuck Faist. Sunday the volunteers were Ron Beresford, Gord McIntyre, Rich Hatton, Ron Bareham, Al Crisp, Larry Ife, Dan McLean, Ron Guttman, Roger Berekely, John Brown and Chuck Faist.

Both shows were a repeat of the previous two shows regarding NMRA Canada.

At the Toronto Show were two fellows who are fairly new to NMRA and this was their first show as volunteer’s at the “Craftsman’s Corner”. It is nice to see new faces at the “Corner”. Their enthusiasm in promoting the hobby and the NMRA was great. They both brought very interesting projects to work on that displayed their expertise. Rich Hatton was making beautiful trees from scratch. His artistry attracted quite a few people. Don Bernat had a Woodland Scenics kit that had turned into a great model with tremendous weathering and detailing.

As she usually does on Saturday at the Toronto Xmas Train Show, Fran Phillips fed us again. This is greatly appreciated by all the volunteers as it is a tremendous meal that she brings. We tend to waddle after all the goodies.

“The Craftsman’s Corner” now has a second booth that will be concentrated mainly in the WOD. Dan McLean has generously accepted to look after this booth. The first show that Dan did was the Kitchener Train Show on November 6, 2005. Dan will also be looking after the Paris Train Show to be held on Sunday January 15, 2006.

Please give Dan your support as at times it is not the easiest thing to organize and have enough volunteers to attend these shows and some times there are more than can be taken for a particular show. Please do not take it personal if there is not enough room for you at a show that you have volunteered for. The “Corner” is a guest at these shows and we only have the number of tables that the organizers give us. It would be nice if all who volunteer could be accepted as you are kindly willing to donate your time. At other times, such as the Toronto Show, where we could take seventeen or eighteen volunteers, we fall short.

I hope that Santa will be good to all of you. I know I have been putting little hints for management to take note. Until the next time, all the best to you and yours and happy model railroading.

**Past President
David King**

During the past year I had the privilege of being the NFR President, but that time has come and gone. Now I fill the roll of NFR Past President. What this means is that my duties have been reduced and one of my main functions will be to Chair the Regional Nominating Committee when the time is upon us to vote again for a new executive.

While waiting for the next elections my other task of giving counsel when requested will be performed and I feel that our current President Richard Wagner will need our support to face the challenges ahead. Now that our Region is spread over two countries and over two jurisdictions, the NMRA in the United States and the NMRA in Canada, the NFR will need to work hard to continue with this new arrangement. I hope that I was able to layout some of the necessary groundwork that will help the Region to continue even though I know that

some of the membership was not overly pleased by the changes. Every change that was made during the last AGM was to align the Region's workings with that of the NMRA in the United States.

There are still many questions on how the newest alignment of the NMRA will force us to work in the Region but I am confident that Richard and the rest of the executive will give it their all. Richard has many ideas on of future of the Region and it is our job to support these ideas. So with that, good luck Richard and I hope that you will have a successful term of office.

Thank you, that's all for now so stay on the right track!

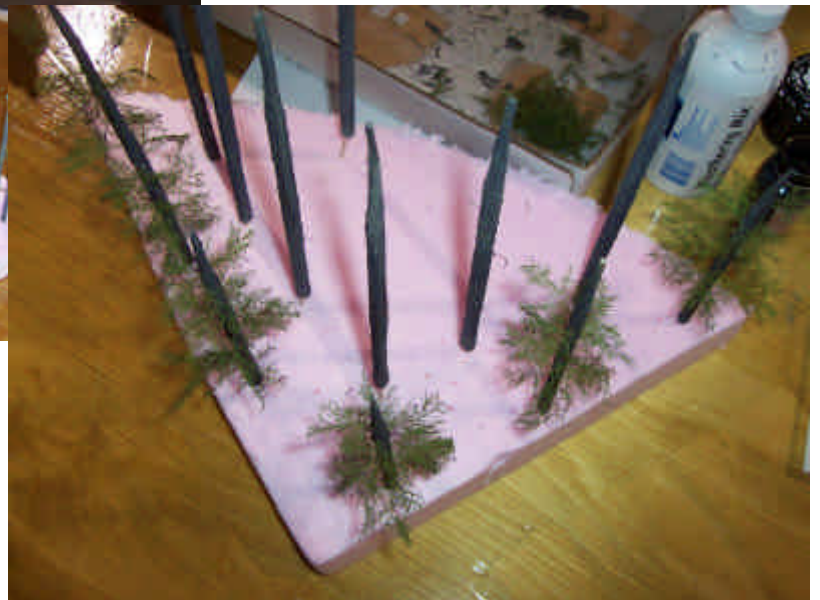
**Secretary
Ann Laxton**

Nothing to report or announce.



Craftsman's Corner
Toronto Christmas Train Show
October 2006

This may have been Richard Hatton's first outing at a Craftsman's Corner but he garnered lots of attention as he demonstrated the art of scratchbuilding trees from dowel and asparagus fern.



Treasurer
Walter Reid

NFR Financial Statements - 2004 - Three Months - Unaudited

Balance Sheet	-September 30, 2004	
ASSETS	---C\$---	---US\$--
Investments	8,000.00	0
plus Accrued Interest	-	-
less Life Fund	(459.89)	(4,024.48)
less Memorial Funds	(1,406.02)	-
Net NFR Investments	6,134.09	(4,024.48)
Bank Accounts	6,722.87	7,355.20
Receivables	46.00	
Prepaid Expenses		-
On Account at Canada Post	-	-
Advances	100.00	-
TOTAL ASSETS	13,002.96	3,330.72
LIABILITIES		
Payables		-
Prepaid Income (1)	110.20	217.00
In Trust for AHD		289.50
In Trust for NMRA Canada	35.00	11.00
TOTAL LIABILITIES	145.20	517.50

(1) Further adjustments may be required upon receipt of report from registrar of multi year disposition for dues.

Income Statement - Three months ended September 30, 2005

	July 1, 2005-Sept. 30, 2005		July 1, 2004-Sept. 30, 2004	
	C\$	US\$	C\$	US\$
INCOME				
Craftman's Corner		-	-	
Dues	244.03	515.50	1,430.50	900.00
Conventions	1,624.40	-	-	-
Flimsy Income	-	-	117.50	20.00
Archives/Historian	-	-	-	-
Interest	-	-	-	5.45
Donations & Late Fees	-	-	-	-
TOTAL INCOME	1,868.43	515.00	1,548.00	925.45
EXPENSES				
Administration	15.34	-		
Flimsy Expense	438.27	999.07	-	
Contests	-	-	-	-
Member Services	-	-	-	-
TOTAL EXPENSES	438.27	1,014.41	-	
NET INCOME before Conversions	1,430.16	515.00	533.59	925.45
Net Currency Conversions	-		-	-
NET INCOME	1,430.16	515.00	533.59	925.45

Niagara Frontier Region Division Reports

Allegheny Division (Inactive)

Central Ontario Division **Superintendent Bob Douglas**

The COD has had a very successful year with the NFR convention in April and a meet in Bracebridge in September. The convention provided a much-needed boost in both the NFR and COD bank accounts.

Our September meet in Bracebridge was in conjunction with the Bracebridge club. Ed Sutherland of the club organized a great layout tour that was enjoyed by all in attendance.

Members have been turning out for the Crafters Corner in great numbers, usually more than can be accommodated.

International Division **Superintendent Harvey McIntyre**

The International Division has remained active since the NFR meeting in Belleville. The May meet was held at and hosted by the Dundas Modular Railway Club at St. Paul's Church in Dundas and the new season started with the meet held at and hosted by the Model Railroad Club of Buffalo, New York.

The November 5 ID meet was held at the Welland Campus of Niagara College. The meet was a modelling meet, where we all brought something to work on, and share our ideas and techniques with each other. The meet was enjoyed by all who attended, with the suggestion that we have a repeat performance next November. Refreshments, much appreciated were again made available by Barb.

The upcoming meet, Jan. 7, 2006 will be held at St. Stephens On The Mount church on Concession Street in Hamilton, Ontario. Clinics to be held are "Bridging the Gap" by Rick Hunter from *Hunterline*, "Building a Blacksmith's Shop" by Brian Martin from *Hamilton Model Works*, and "Building Turnouts" by Tim Warris from *Fast Tracks*.

Michel Rathbone has had to leave the position of Clerk due to personal commitments, thanks Michel for your service to the ID. The position has yet to be filled and is
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presently open, along with the Assistant Superintendent position to any volunteers.

The upcoming elections for the executive are to be held at the May 2006 meet, nominations can be given to any of the executive or presented at the upcoming meets.

Lake Shores Division **Superintendent Dave Mitchell**

Now that fall is upon us, the modeling activities are starting up again.

On Sunday, October 16th the Lakeshores Division supported the Rochester Institute of Technology Railroad Club by having a Modelers Corner and NMRA Information Booth at their Open House and Train Sale. This was held at the RIT Student Union. Division Superintendent Dave Mitchell manned the information booth while Dave Coon, Kevin Coon, Bob Hogarth and Rich Wagner demonstrated a variety of construction and finishing techniques.

On Saturday October 22nd the Lakeshores Division held its fall meet at the Canandaigua NY Fire House. Three clinics were presented: "Personalizing Buildings using Kit Parts" by Leo Adamski (Penfield NY), "Tips on Building Craftsman Car Kits" by Bob Kaufman (Auburn NY) and "DCC for Older Locomotives" by Dave Mitchell (Webster NY). A Popular Choice model contest was run, and presentations were made on the NFR Convention Chatham '06 and NMRA National Convention Philadelphia PA '06. In the afternoon we visited Dick Senges' Oil Creek RR, a finely detailed home layout with many sound and animated scenes.

On Sunday November 13 the Lakeshores Division was at the Batavia Train Show and Sale, held at Batavia Downs Race Track, Batavia NY, with the information booth and Modelers Corner. Dave Mitchell handled the information again, and Harold Russell, Rich Wagner, and Bob Hogarth handled the modeling.

We are very fortunate to have a website for the Lakeshores Division at <http://groups.yahoo.com/group/lakeshorediv/>. Ted Larson has been working hard on this for the past several months. Try it out! We will use the website to publicize both the LSD and the other railroad events in our division geographical area. There

are many modelers out there that are NMRA members but are either “lone wolves” or are in groups that are not publicized. We hope that the use of this website will foster a closer knit organization and will answer questions individuals may have about the hobby in general. In September a mailing was made to all NMRA members in our geographical area announcing the fall meet and the web site address.

Ontario Northland Division (Inactive)

St. Lawrence Division Superintendent Stanley Conley

The St. Lawrence Division began the year’s activity with a meet at the Beckwith Township Hall just west of Ottawa. The turnout was a little light at around 20 participants mostly due to previous commitments and no doubt the beautiful weather for the late September day.

The meet followed the tried and true format with a bit of business to get started, mostly related to changes in the NMRA structure and its effects on our operations. We then turned our attention to David Steer as he described his journey of discovery as he assembled an On3 Mallet of the South African railway from a Backwoods Miniature kit. A lot of research and more than a dash of perseverance resulted in the final creation of a most wonderful model. The meet continued with coverage of the display table, mostly of summer projects and discoveries. The morning session finished off at about a quarter after twelve, a new record for finishing on schedule for the SLD!

The afternoon activities consisted of visits to three local layouts; Neil Lowes who is modeling the CP centered on nearby Smiths Falls in the transition era in HO; Brian Hanna who has an extensive freelanced layout currently undergoing a major re-engineering. Brian favours heavy power and long drag freight and ore operations with two co-related railways. The third layout allowed us to soak up some of the afternoon sunshine; David McCurdy’s layout is patterned after the Rio Grand Southern and includes many locations from the prototype as David is hoping to begin operations on a large scale in the next year. David’s main tool for scenery is a front end loader, he likes Really Big Rocks!

The changes to the NMRA structure and regulations have resulted in several changes at the division level. The first change we have implemented is the requirement that all

long term participants in the meets must be NMRA members. Basically we have implemented a short term guest list so potential members can check out a couple of meets and if they choose to continue they become NMRA members. Perhaps ironically this is an easier sell if packaged as ‘SLD membership is \$20 per year, with Regional and National Membership as a benefit’. So far there has been less grumbling than feared but it will take 6 months or so to really see if it all pans out. The second change we have implemented is the optional distribution of the Division newsletter the Mail Car. All participants can opt to have the Mail Car mailed to them as in the past at the cost of five dollars per year, or elect to receive an email informing them that the electronic version is available on the web at no cost. PDF versions of the Mail Car have been on the web in the past with the benefit that they are in full colour! The web version is open to the public and it is the superintendent’s opinion that the newsletter is less a member benefit, and more of a promotion tool for the division and the wider distribution the better.

Southern Tier Division Acting Superintendent Michael Kennelly

I have no report as I am just getting started. I have begun planning to hold a meet in 2006, probably late January or in February. I am contacting groups and individuals for their participation. I hope this will be the start of activity in the Southern Tier Division.

Western Ontario Division Superintendent Rick Hunter

The WOD has been through some major changes since the Spring. Our Super, Don Hillman, and myself as registrar have switched position. I am now the Super and Don the Registrar/Membership Director. It has taken a few months to get caught up on what has been happening.

We will be addressing some concerns from our members. The NMRA Canada situation will probably be the major topic and how we will be getting the news spread throughout the WOD area. Another concern is getting the WOD out to the more remote areas. We backed-off of having meets out-and-about because of the lack of attendance. As I have stated before, we have a base of about seventeen people who go to all the meets, no matter where, but attracting new people just doesn’t seem to happen.

Advertising Rates for the Frontier Flimsy

The Frontier Flimsy is the member newsletter of the Niagara Frontier Region of the NMRA. As of September 2005, 450 copies are mailed to members within the region.

The following rates apply to a single advertisement placed in a single issue of the Frontier Flimsy.

Inserts, materials included loose with the Frontier Flimsy.

\$65.00 to insert a client provided sheet of paper, single or double sided, up to 8.5x11 inches on 24lb bond or lighter.

Embedded in the body of the Frontier Flimsy

\$35.00 for a full page
\$20.00 for a half page
\$10.00 for a quarter page
\$ 5.00 for a 1/8th or less

Also available is a business card placement at the rate of \$40.00 for one year (4 issues)

Pike ads are available to individuals and clubs at the rate of \$15.00 per year (4 issues) for a space approximately 2.5x1.5 inches. Non-commercial advertisements (for sale, wanted, looking for) are available to members at no charge.

All embedded advertisements will be from material provided in digital format or on paper to be scanned as an image by the editor. All sizes are relative to the default margins of the Frontier Flimsy and material may be reformatted to follow the style guidelines of the Frontier Flimsy.

All advertisements will be reviewed by the editor or his designate prior to publication and/or inclusion, material deemed not suitable for the Frontier Flimsy and its intended audience will not be accepted.

Acceptance of material will also be based on a first-come first-served basis in the event that requested material overruns the postal limitations or the print capacity of the Flimsy.

The NFR as a volunteer organization makes all reasonable attempts to publish the Frontier Flimsy on a regular and published schedule; however the NFR can take no responsibility if those publication dates are not met. In the event that the Frontier Flimsy is delayed such that it will enter the postal system less than 10 days prior to the advertised event date the advertiser will be consulted as to the best course of action for them.

Ron Guttman works away at a building for his narrow gauge railway during the Toronto Christmas train show, another Craftsman's Corner volunteer sharing his enjoyment of the hobby, and making some progress as well!

Another concern has been why our Board of Directors dropped the idea of our version of "Modelling with the Master". It has been a costly venture, but it still had a great response from the membership. This will be further discussed at our meeting.

Our biggest event is still the WOD's Paris Junction Train Show. This year it is January 15, at the Paris Fairgrounds. We get a lot of support from NMRA members at this show. We appreciate the NFR Members table and the craftsman table as they are always a very interesting place to observe some techniques. Our show is still coordinated by Gord King, who has done just a fabulous job in the formulation of how and why this function happens. Running a successful show is no easy task, but Gord has the science down. Our attendance is usually about 1800 through the door with our best record topping 2400 patrons. Thanks Gord, I know you do not hear that enough.

Our news letter the "Dispatcher" is going great. Our editor, again Gord King, has transformed our publication into a more interesting concept. Better pictures, better articles and better ideas. We always knew Gord had it in him, but he just couldn't get it out this way. We have streamlined the system, now, with more people being involved. Gord as editor, Theresa as printer, and Don as distributor. Thank you to all for your contributions.

The WOD Time Saver Game is back up and running. Stuart Taylor, our Paymaster, has spent many hours transforming it from a bulky HO layout to a compact N Scale. It is now ready to go for our next show. Thanks Stuart.



**35th Annual
BARRIE-ALLANDALE
MODEL TRAIN SHOW**



AT THE BARRIE EVENT CENTRE
HWY 400 & ESSA ROAD

Sat. FEB.18TH 2006
10AM TO 5 PM



Sun FEB 19TH 2006
10AM TO 4 PM

ADMISSION
ADULTS **\$6.00**

SENIORS/students **\$4.00**

CHILDREN UNDER 6 FREE

THIS YEAR FEATURES :
MORE LAYOUTS

MORE VENDORS
MORE FUN
LIVE DEMONSTRATIONS

Presented by the Barrie-Allandale Railway Modellers
NEW MEMBERS ALWAYS WELCOME
For any information contact John Collette @ 705-487-5185

Chatham Express 2006

A quick peek at a few planned layout tours.

Don Eastman's O scale

Clockwise from right, Scratchbuilt Barrel car loading at the factory. Loading Pure Oil 556, and Pere Marquette 249 switching one of the many coal mines on the Cabin Creek Branch.



Gary Shurgold's HO scale

Clockwise from top
Cliners and Geeps lined up for a photo in Haydon yard, the stock pens, and WS&K Shay #1 switching in Haydon Yard.



Ed Haydon's HOn3 Scale

Top right down to left
Morning local passenger crosses Uncomagre Gorge pulled by K-28 #476.

It's fall and the annual stock rush is in full swing keeping K-27 #456 busy with an extra to Ridgeway in the shadow of the San Juan Mountains.



Convention

Location: Wheels Inn, Chatham Ontario

Dates: April 28, 29, 30 2006

Programme:

Layout Tours: Saturday And Sunday, 1pm to 5pm.

Extra Fare Tours:

All Extra Fare Tours Are Saturday 29th From 9AM To 4PM

- 1) Essex Terminal & Windsor Club Layout
- 2) GATX Tank Car Facility & Home Layouts - Sarnia
- 3) Heritage Village & Pelee Island Winery Tour

N.F.R. Banquet: Dinner And Awards

N.F.R. Raffle: Many Great Prizes, Winner's Posted During Banquet

Sunday Train Show & Swap Meet: 11am to 3pm. (Conventioneer Enter Free)

Model, Photo And Non-Rail Contests: Register Sat. At 8am

Achievement Programme Judging: In Model Contest.

N.F.R. Annual Meeting: Sun. 9am to 11am.

Railfanning: CNR, CPR, VIA, And CSX Run Through Chatham.

Costs:

	Canadian	U.S.
Full Convention:	\$65.00	\$58.50
Convention Only:	\$40.00	\$36.00
Banquet Only:	\$35.00	\$31.50

Excellent Clinics: List Being Compiled

For More Information Contact:

Gary Shurgold - (519) 351-3620 e-mail : shurgold@mnsi.net
 Don Eastman - (519) 676-5821 e-mail : deastman@southkent.net
 Ed Haydon - (519) 354-2496 e-mail : eahaydon@mnsi.net

Chatham Express: The NFR 2006 Spring Convention

Wheels Inn, 615 Richmond St., Chatham, Ont., N7M 1R2
 Friday, Saturday, Sunday, April 28, 29, 30, 2006

Registration Form

Registrant #1

Please Indicate Rail Non-rail
 Name _____
 Address _____
 City _____
 Postal Code _____
 NMRA# _____ Region _____
 E-Mail _____ SIG _____
 Telephone _____

Registrant #2

Please Indicate Rail Non-rail
 Name _____
 Address _____
 City _____
 Postal Code _____
 NMRA# _____ Region _____
 E-Mail _____ SIG _____
 Telephone _____

Register on Fri. the 28th 2PM till 8PM and Sat. the 29th 8AM till Noon.

Fare Calculations

Canadian

Adult Full Fare: _____ @ \$65.00/Each = \$ _____
(Includes Banquet) Number
 Convention Only: _____ @ \$40.00/Each = \$ _____
Number
 Banquet Only: _____ @ \$35.00/Each = \$ _____
Number

American

_____ @ \$58.50/Each = \$ _____
Number
 _____ @ \$36.00/Each = \$ _____
Number
 _____ @ \$31.50/Each = \$ _____
Number

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

Extra Fare Tours are on Saturday from 9AM - 4PM, limited to 25 People/Tour
 Please indicate your 1st and 2nd choices, in case 1st Tour is booked

Extra Fare 1: _____ @ \$25.00/Each = \$ _____
1st 2nd Choice Number
 Extra Fare 2: _____ @ \$25.00/Each = \$ _____
1st 2nd Choice Number
 Extra Fare 3: _____ @ \$30.00/Each = \$ _____
1st 2nd Choice Number

_____ @ \$22.50/Each = \$ _____
Number
 _____ @ \$22.50/Each = \$ _____
Number
 _____ @ \$27.00/Each = \$ _____
Number

Total Remitted: \$ _____ CDN \$ _____ US

One Registrant Must Be An NMRA Member

Make Cheques or Money Orders payable to: Chatham Express 2006

And mail to: Gary Shurgold

37 Holland Ave.

Chatham, ON, N7M 5X8

One Registrant must be an NMRA member

The Convention Hotel is the Wheels Inn

615 Richmond Street, Chatham, Ontario, N7M 1R2

Phone: 519-351-1100 Toll Free: 1-800-265-5257

All Conventioneers are responsible for making their own reservations at the hotel. Please indicate that you will be attending Chatham Express 2006 in order to receive the Convention room rate. The room rate is \$105.00 for single to quad. Avoid disappointment by booking early and getting what you require. The hotel requires that all rooms be booked by March 15, 2006, or they will be released, at a higher rate.

Niagara Frontier Region Officer Reports

Achievement Program Chairman Peter Nesbitt

I regret to say that since my last report there have not been any Achievement Certificates earned by members of the NFR.

But I am pleased that a Golden Spike award has been earned by Robert Hamilton. Congratulations!

I enjoyed and certainly endorse Neville Meads comments in the September 2005 Flimsy regarding the Achievement Program and the positive impact it has had on his modelling. I would like to add that besides getting some time to work on your model at the "Corner" you also earn points towards your Volunteer Certificate. Meet some nice people, get a chance to promote our hobby and the NMRA, get some modelling done, earn some volunteer points, and have a lot of fun all for the price of spending a day at the Modeler's Corner - a pretty good deal to me. If you haven't tried it, I suggest you do.

As always, if you have any questions regarding the Achievement Program, please feel free to contact me

Convention Coordinator Ron Bareham

Plans for the *Chatham Express*, the NFR 2006 Convention, are well underway. Registration forms are now available with the various options listed. Three extra fare tours are planned for Saturday, April 29, 2006: The Essex terminal and a club layout in Windsor, Sarnia for home layouts and the GATX Tank Car facility, and Heritage Village and the Pelee Island Winery Tour. Several great clinics will be presented on Friday. Registration starts at 2 PM on Friday. Tours of some well done and famous layouts will occur on Saturday and Sunday afternoons. The usual Raffle with great prizes and the NFR Awards Banquet will be there. There are many railfanning activities available in and near Chatham. Finally, there will be the NFR Business Meeting and a Train Show on Sunday, the first we've had in a few years at our conventions.

The NFR hasn't visited Chatham in more than fifteen years. It's time to return and see what changes have happened!

The fellows in Sudbury have been busy also, looking ahead to their *Sudbury Saturday Night* convention to be held in Sudbury on April 27 to 29, 2007. There will be an Inco Tour by Bus, and by car to the Capreol Rail Museum and the North Bay Rail Museum. Non-Rail tours will include Science North, Dynamic Earth, IMAX Theatre, and the Art Museum. There will be at least a dozen layouts to view and six or more clinics to take in.

Mark these dates on your calendar. The NFR was last in Sudbury nearly 30 years ago!

Webmaster Mike Roqué

As the new webmaster for the NFR, I would like to take this opportunity to thank the NFR for the appointment and introduce myself. I am a professional web developer, and I operate a web design firm called Technical Services of New York in Rochester, NY (<http://www.tsny.com>). I'm a member and the webmaster of the Lakeshore Division NMRA, the RIT Model Railroad Club (<http://www.ritmrc.org>), and the Rochester Chapter NRHS (<http://www.rochnrhs.org>). I'm looking forward to building a new website for the LSD and the NFR as well as working with all the clubs and organizations in the region to promote the hobby of model railroading. Cheers!

Membership/Registrar Don Hillman

NMRA Inc. Regulations

As you are by now aware NMRA National Board completed a revision of the former Constitution and Bylaws, renaming the contents to NMRA Regulations. These proposed Regulations were presented to the members for review and approval and were adopted by majority vote in Seattle July 2004. They were modified and approved by the BOT at their meeting in January, 2005. In May 2004 an election was held to elect a new Board of Directors, under the provisions of the new regulations to take office at the 2005 Annual Meeting in Cincinnati. Meanwhile the 2004 Board of Trustees was involved in developing and executing an implementation plan for the new Regulations with a completion date targeted for 01 September 2005.

These new Regulations affected the membership structure as follows:

- Membership dues were separated from the annual dues. New members or Renewing members had the option of paying dues or dues + Scale Rails subscription. Article IV Section 1 A.
- Any member in good standing of NMRA Inc was considered a member of the Region and/or Division in which they reside. Article IV Section 5 A.
- Regions/Divisions can no longer charge dues for membership in the region/division. Article IV Section 4 A.
- Regions/Divisions are not prevented from charging a fee for its publication regional/division publication. Article IV section 4 B.

Over this same period, a Committee representing the Australasia and British Regions and Canada were working on a proposal for a change in the dues structure for non-US members. The objective of the proposal was to lower the cost of dues by providing local volunteer administration to the non-US members. A second objective of the proposal was to enable the non-US members to pay for dues and subscriptions in their local currency. The proposal went to the Board and was given formal agreement by the Board at their mid-year 2005 meeting with an effective date of 1 September 2005. Both Australasia and British regions were ahead of the game since they had already been collecting their dues in local currency from their members and in turn sending appropriate payments to NMRA HQ. Once approval was given the committee called ABC (Australia, British and Canadian) sat down with the Board and negotiated the rates to be paid to National for core services and the Scale Rails subscription. These rates were confirmed at the Board meeting in Cincinnati July 2005 and the three functional areas went their way to implement the local dues structure.

NMRA Canada

For the members of NMRA Inc. who reside in Canada, the function of NMRA Canada was now expanded to provide this local administration to the Canadian members and to develop the Annual Dues structure that considered local conditions and that were lower than previous rates.

A team under the direction of the President, NMRA Canada Frank Gerry got to work and examined the costs involved in providing the administrative support to members resident in Canada. Unique problems came up since Canadian members were spread between four regions (identified as cross border regions) each of which had a US component. After looking at the various factors a dues rate was set. Arrangements were also made to have a copy of the data records for members resident in Canada maintained at National HQ made available to the team. This copy was the basis of the NMRA Canada membership database. Forms for New Member Application and for Renewal Notices to members were designed and put in place. A copy of the membership application was included with the following message that was distributed to all Canadian members on the NMRA Canada database that had an email address on record. This message summarizes the rates for new members who reside in Canada wishing to join the NMRA.

The new NMRA Canada database will be used to produce monthly Renewal Notices that will be mailed to each member as their membership expire date comes due. The renewal notice will include an invitation to subscribe to the region Flimsy publication.

The new dues structure for NMRA Canada applies only to those members of the region who are resident in Canada. NFR is one of four “cross border” regions that have both US and non-US members. The US members of each region will still receive their membership administrative support from NMRA HQ in Chattanooga TN.

Distribution of the Flimsy

At the November 2004 Board of Directors meeting the decision was made to separate the duties and responsibilities for the production of the NFR Newsletter “The Flimsy” because it was felt that the workload was too much for one person. This change resulted in the editorial duties and responsibilities being taken on by Stan Conley of the St Lawrence Division and the printing and mailing duties and responsibilities taken on by myself. Printing of the mailing labels was dependant on receiving an up-to-date name and address listing taken from the NFR database. Since the Flimsy was being sent to a large percentage of the region membership it was decided to send out region renewal reminders to members as their region ‘membership’ (now referred to as subscription) became due. This of course depended on access to the expire data in the NFR database and that

this information was updated regularly. The files that the registrar sent were inconsistent and many times did not reflect member payments in a timely manner. The reason for the delay in posting payments was attributed to the delays in receiving the payment information from National HQ. With the September issue of the Flimsy an updated membership was not available so a decision was made to use the listing from the previous issue (July 2005). With no posting of member payments since May 2005 the renewal reminders were printed with outdated information which, of course, did not please those who had already paid.

After reviewing the situation a decision was made to combine the duties and responsibilities of the Registrar with the responsibility for distributing the Flimsy and a new Registrar was appointed. To date the files, documentation and supplies of the previous registrar have

not been transferred. As a result the creation of a reasonably accurate database had to be made from data that the new registrar had as part of the Flimsy distribution duties, from data obtained from the Office Manager of NMRA Inc. and from an earlier NFR database given to the WOD Membership Director. Combining this data has been an ongoing task. There has been some evidence that NMRA HQ are experiencing difficulty with the integrity of their database resulting from the implementation of the Regulations as well as the redesign of the database itself. Every effort is being made to ensure that the inconsistencies of the NMRA HQ are addressed.

The following is a tabulation of the NFR database as validated thus far. There are still areas that need to be corrected and work is progressing well to a satisfactory conclusion.

Table of NFR Member Status by Division
as of 28 Oct 2005

Description	Total Of region	AHD	COD	ID	LSD	OND	OutofReg	SLD	STD	WOD
Affiliate Member	70	6	17	15	3		1	13	2	13
Disabled Life Member	1									1
Family Member	18		8	4	1	1		1		3
Honorary Life Member	1			1						
Life Affiliate Member	1			1						
Life Member	188	9	38	33	33	7	17	16	4	31
Rail Pass	19		12	1	3	2				1
Regular Member	447	29	147	75	65	6		56	12	57
Student Member	1			1						
Sustaining Member	5		1	2						2

Table of NFR Division by Expire Year
as of 28 Oct 2005

DivDesc	Total Of region	2000	2004	2005	2006	2007	2008	2009	2010	2099
AHD	45			8	23	2	1		1	10
COD	226			42	118	19	2	1	3	41
ID	133		1	13	64	15	3	1	1	35
LSD	105			12	54	5			1	33
OND	16			3	5				1	7
OutofReg	18	1								17
SLD	86			12	47	4	5	1	1	16
STD	18			2	11	1				4
WOD	108			17	48	9	1	1		32

Model Contest Chairman James Whatley

The next regional model contest will be held on Saturday, April 29, 2006, as part of the NFR Spring Convention at the Wheels Inn, Chatham, Ontario, on the April 28th to 30th weekend. With the leaves falling and the onset of cold weather soon upon us, why not start planning your entries for this fun event? We will be offering the full slate of categories, including the Prototype and Freelance Appearance (Popular Vote) and Regular (Judged) contests. Please plan to attend and share your work with others!

Contest Judging

To add a new dimension to your experience, why not consider becoming a model contest judge? Contest judging is not limited to a select cadre of highly skilled and experienced model makers – we encourage new people to volunteer. Past volunteers have found judging to be a very interesting opportunity to learn new techniques and gain experience. You are not left totally on your own and in fact new recruits are “paired up” with a more experienced judge in one of the five judging teams. Each team evaluates one score factor out of the five, e.g. construction, finish and lettering, etc. for models entered in all contest categories. This is a great opportunity to examine first hand a wide cross-section of model making subjects and methods. If you are interested, please contact me at: jawhatley@sympatico.ca, or write me at: James Whatley, 1423 Lochlin Trail, Mississauga, Ontario, L5G 3V5.

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 above and I will mail you a set.

Regular, Judged Contest

Models entered in the Regular, Judged contest are evaluated by the 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. **Important: Remember to include photos, and/or drawings, and/or field sketches and/or measurements of the prototype, and/or other reference materials 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”

Divisional Meets and Shows

As the model railroading season gets back into full swing, don't forget about the many divisional meets, clinics and demonstrations planned for the coming season. These events provide an excellent opportunity to learn new techniques to add to your model building repertoire and especially provide an informal setting in which to ask questions.

Frontier Flimsy Editor Stanley Conley

With two Frontier Flimsy's under my belt I have confidence that future editions will continue to pass through my hands for the foreseeable future.

With the changes in the NMRA structure, and particularly the changes in dues collection, advertisement income will play an important role in the current production and distribution of the Frontier Flimsy. September 2005's Frontier Flimsy carried two paying advertisements, this Flimsy has one embedded and one or more drop ins. You may notice that there are no business card or pike ads, the paid for period has ended for the business cards and I have no idea where the pike ads

have gone, only that there are no fees paid for well over a year. If you are interested, please see page 10 for the current rates and page 2 for the contact information. Our current advertisement policy gives preferential rates to ads in the bulk of the Flimsy as compared to inserts added to the envelope, this is primarily to minimize the effort required to physically prepare the Flimsy for mailing, despite what Don says, it still can't be much fun stuffing 450+ envelopes!

As we move forward, the cost and effort to prepare for mailing and the cost entailed in postage continue to be a major factor. I feel we should begin to look at alternative delivery options, primarily an electronically available newsletter with a printed and mailed version as an option. At the current time it is probably too early in the game to be able to assume that all members will be able to receive an electronic version so we must always be prepared to offer a hardcopy option to all members, however, many members are capable of utilizing an electronic version in several formats, all of which would entail a very large percentage saving.

There are two capable electronic formats which are widely receivable, a Portable Document Format (PDF) and a Hyper Text version (HTML, XML ...). At the current time the PDF is the simplest format to distribute as it is generated as a matter of course to produce the printed version we currently employ. Viewers for the format such as Adobe Reader are widely available across many hardware platforms and operating systems. In order to distribute the Flimsy in the format all that is required is to deposit the PDF on a web accessible site such as the NFR web pages, and announce to members that it is available; they access the site, download the Flimsy PDF and enjoy! The member can View (in living Colour), print and/or archive the document. The main drawback to this format is that for a full sized Flimsy with a high portion of photographic material the PDF can be 5 megabytes or more, not horrific but getting to the large size for dial up internet access. The other primary format would be to set up the Flimsy as a set of navigable web pages, this requires a more interactive viewing experience, probably smaller sets of files, but is difficult to impossible to print as a unit, or archive, relying on the source to archive the pages for an unknown length of time. In the short term this would also increase the effort of the editor as two externally similar but internally very dissimilar document would have to be produced.

The question for the membership to consider is; Is the Flimsy a 'member benefit'? Or more to the point, is it for the exclusive receipt of a member or can it be considered a public relations tool and available to the public. Remember even now there is a non-member subscription price. The answer to this question is required since if it a members only item then we would have to set up a system to control access to the document on the web and all the overhead that would entail, also once a member retrieved the document there is a very limited ability to control its further distribution. This is a question and debate that will not be resolved in the near future, but I would be interested in hearing from anyone with an opinion or suggestion. I would be really interested in anyone who would like to use the Frontier Flimsy to communicate on this subject.

I will take this opportunity to remind all that material for the March Frontier Flimsy should be in my hands or computer by February 8, 2006. I would like to see more material related to meets and activities of the various Divisions, by sharing your activities in the Flimsy you can generate ideas for other Divisions to follow. Photos are always welcome as are articles short and long!



Craftsman's Corner volunteer Ron Beresford works away at turning yet another pile of stripwood into a passenger car at the Toronto Christmas train show.

Tales of the Midland Railway

By Ron Bareham

DCC and Me

Digital Command Control is a great development in this hobby. We hear the possibilities of running several trains on the same track, of doing away with block controls by toggles or rotary switches, of needing only two wires to connect to the track. Sound can be added to locomotives with certain decoders. Yes, these are wonderful things to have. The fellows who started modeling after the Second World War would find these potentials incredible. (I'm one of them, by the way.)

Before you run out and spend hundreds of dollars, pause and investigate first, though. You do need more than two wires to the track, except in a small layout. Toggle switches are still useful in a layout that is operated by DCC, to break it into sections. When trouble occurs, it can be traced faster, and the whole layout doesn't have to be shut down. If you run several trains on one track, you need to be cautious that you don't have head on crashes! You still need to throw the turnouts and watch your train. Yes, it is possible to program your layout so that all these things are done by computer. Then you could sit back and watch the railroad do its work, untouched by a single human hand. (Is that you really want?)

Now, let's be realistic here. Whether you use DCC or some form of conventional control, you still have to make sure that your layout runs smoothly. You still have to adjust couplers so they are at the same height. You must have locomotives that run well. Your switch machines have to work properly and not derail locomotives and cars as they pass through them. The track still needs to be clean, in fact, with DCC it is more important than ever. Tracks have to be laid properly, cars must run smoothly, clearances must allow the trains to pass unhindered, etc. etc. DCC is not a cure-all.

I was once very much in favour of some kind of carrier control to make things easier for the operators (and for me!) Just run the trains and throw turnouts, instead of worrying about where the blocks ended. However, I now have conventional control with six position rotary switches, and more than twenty-five blocks. Why? I have at present 20 or more locos in use every operating session, with two more to follow later. Installing decoders in all those engines would take a lot of time and money. Are these the real reasons for not going the DCC route? Time and money? Many who have chosen DCC have hired others to install the decoders for them, not daring to do the careful wiring of these in the right manner. That doesn't bother me. I can do that. The money doesn't bother me either.

Looking at it another way, the layout works now – why mess with it? Also – I might take an entire year to get decoders installed in all my locos. Meanwhile, not much operation would take place. My biggest interest in the hobby is operating. Everything else takes second place to this. I don't want to be shut down for a long period of time. So, the time required to convert is the real reason why I don't plan to go DCC. Having said all that, if I ever build another layout, it will undoubtedly be operated by DCC. The next layout will likely be smaller, so it won't take too long to equip the locos with decoders.

For the rest of you who are pondering the matter, I have this suggestion: Learn about DCC and how to install decoders and program them yourself. If your layout is not going to require 20 or more locos to run, it will be much easier to get into DCC. Providing DCC for a layout with 5 to 10 locos is an attainable goal. Oh, and buy locos that have some of the work done for you already! Good luck to you! As for me, I'm not planning any move to DCC for this layout.

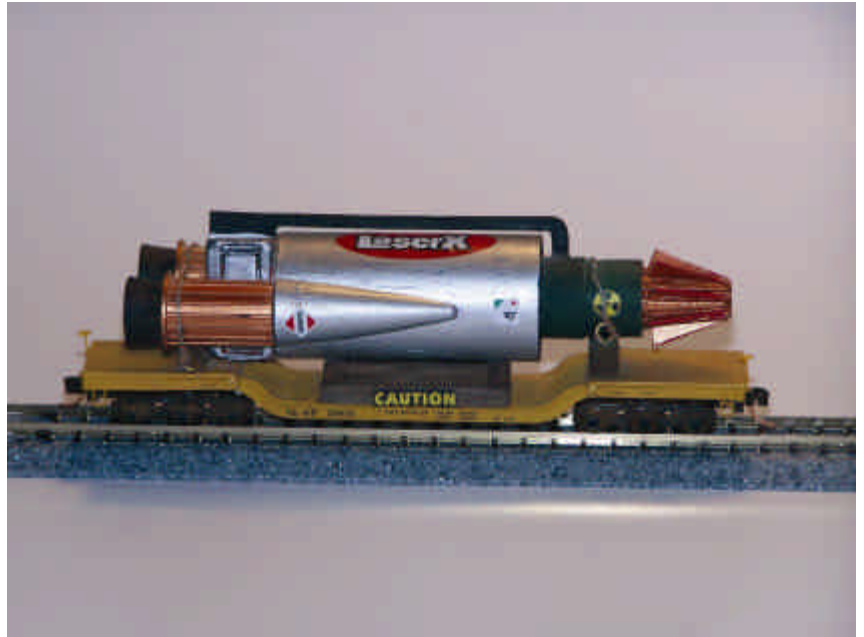


For Immediate Release

September 23, 2005
Rochester, New York

Michael Krembel, president and CEO of LASERX, the aerospace construction company, has announced NASA's acceptance of the latest model of their Deep Space Probe. LASERX teamed with American Welding, (a wholly owned subsidiary of Genesee & Ontario Railroad, located in Rochester, NY) to produce the encabulator welded structure. This craft will be on exhibit as it makes its way to Florida by rail.

Mr. Krembel credits the design and technological advances of his spacecraft to the efforts of colleagues at the Rochester Institute of Technology. RIT aided the revolutionary spacecraft due to participation in the US government technology interchange program



For Immediate Release

September 13, 2005
Rochester, New York

The American Welding Corporation announced today that it has produced the world's first Encabulation Cylinder. Encabulation has been theoretically possible since 1947, when Dr. Stephen Harking proved mathematically that such a process was possible. Many organizations have tried to produce a working unit. The high pressures of the process have been the major stumbling block.

By turbo charging, American Welding has increased the flow to a point where the pressure is no longer the limiting factor. Superior weld strength has enabled the latest generation of encabulator to function without the structural failures that plagued previous attempts

The pilot version is now being shipped via rail to its final destination in Oswego, New York. The encabulator is expected to be in operation within 4 months. American Welding is a wholly owned subsidiary of the Genesee & Ontario Railroad



The two models on the preceding page are the result of a contest originated by Fred Enrich, Chief Engineer of the Genesee & Ontario Model-N-Gineers, the Monroe County N scale model railroad club. The goal of the contest was to create an open flatcar load from scrap pieces. Fred supplied 5 pieces of scrap: 1 large cylinder, 2 smaller cylinders, and 2 pieces of undetermined origin. All 5 pieces had to be used and must remain visible and identifiable as the original items (the modeler could not cover them and claim that they were under the covering). Pieces could be added and painting was allowed.

The winner was Mike Krembel, with his superb model of a deep space probe. Second place went to Bill Estes' Encabulator.

Editors note; when I received the above 'news releases' and explanation I invited Bill Estes to give us an introduction to the group and its activities.

Genesee & Ontario Model-N-Gineers

By Bill Estes

History by Fred Enrich

We are a group of 27 model railroad enthusiasts working in "N", 1/160 scale. We are part of a loosely knit national group, which builds modular model railroads to the "N-Trak" standard. Most members live in the Monroe County area along the Southern shore of Lake Ontario and near the Genesee River. (How did we ever pick our name??)

This area is part of the Lakeshore Division of the Niagara Frontier Region. Many of our members are NMRA. I am a contestant in model contests and an active convention attendee and volunteer for the region. I am now assistant convention co-coordinator and attend most division meets.

We have two locations; our large modular railroad as in the *Medley Centre* formerly known as the *Irondequoit Mall* in an empty store front. We are open every Tuesday evening for public viewing. We may have to give up this space as the owners bring in new stores.

The second facility is at *Our Lady of Mercy Church School*. There you will find a small modular layout and two portable layouts. This location seems to be available to us for an indefinite time. We open after mass on Sunday, when we are not at a railroad show.

On a national level, many of our modules have been exhibited in Springfield MA, Valley Forge, Philadelphia, Pittsburg, and Erie, PA, Roanoke, Richmond, and Chantilly VA, Orlando FL, Washington DC, Boston MA, and in the NYC area. At national level competitions, our club members have earned over 55 awards for their

modeling skills in just the last 3 years. Many of these award-winning models are on display.

Most of our members enjoy running long trains. We have experimented with Digital Command Control. Interests vary. Dave enjoys painting his passenger cars for trains that are not readily available. Mike enjoys scratch building. Fred and Rick make humorous and comedy trains. Vince has a *Pencilvania* train.

Mike Krembel, builder of the Deep Space Probe model says:

I have been associated with Model Railroading since the late 70's working exclusively in N-scale. Building a traditional 4' x 8' layout, I enjoyed laying track as well as building structural kits available at hobby stores. I never found the "kits" to be realistic when completed so I added my own personal touches; painting, weathering, etc. I soon was not satisfied with the kit concept and began "scratch building," structures. I find great pleasure in realistically modeling buildings and structures from scratch. I especially find it challenging creating an imaginary item from materials that have no association with the object I'm creating. The Deep Space Probe was just such an item. Made from an adding machine paper spool, syringe caps, plastic zip bag fasteners, wire nuts and some scrap styrene, I was able to create a space vehicle. Imagination is a wonderful ingredient as well. Fastening the Space Probe to a rail car (flat car load) completed an enjoyable project.

Our program accomplishments:

1. We have been open 4 evenings and one Saturday and one Sunday per month to the public. These are general operating sessions where visitors are encouraged to ask questions, run our trains or bring their own in and run them.
2. At all shows away from the mall we advertise for the public to visit our location at the mall and enjoy one on one personal attention.
3. Each Thanksgiving holiday we remain open all day Friday, Saturday, and Sunday.
4. Each Christmas we have been open all day for 4-5 extra days Christmas week.
5. We have had 2 large photo essays done by the Irondequoit Press. Each has led to the busiest weekends the mall has seen in the past 5 years including the Christmas shopping season.
6. We have organized a large multi-club show at this mall, which forced the public to go completely through both floors of the mall. We had local mall establishments participating with special bonuses for the public.
7. Fox News has done 2 stories about our operations at the mall.
8. Rochester's local paper "*The Democrat and Chronicle*" did a large model train story, which included a piece about our club operations at Irondequoit mall.
9. Our club activities at this mall and any special events we do are advertised at the major local hobby shops.
10. The last 2 years we have had several all day hands on public work sessions with participants learning modeling techniques.
11. We have hosted Boy Scouts groups at this location and some of our members are Model Railroad Merit Badge counselors.
12. We have had a Mothers Club come in during the day with preschoolers. An education program was devised so the youngsters leave knowing a little more about trains.
13. We have an active website, www.ggw.org/~gno, with many pictures of our layout.

Regional Train Orders

December 3/4, 2005, Belleville, Ontario. Quinte's 10th Annual Christmas Model Railroad Show. Sponsored by Belleville and Brighton Model Railroad Clubs. Location: Quinte Secondary School, 45 College Street West. Saturday and Sunday 10:00 am to 4:00 pm. Admission: Adults \$5, Seniors and Students \$4, Children \$2, Family \$10. Information: Paul Martel Email: pmartel@cogeco.ca or 613-968-9270.

December 3, 2005, Oakfield, New York, The Genesee Society of Model Engineers presents a Model Train Open House from 10:00 am till 3:00 pm at their 50 Main Street (Rt. 63) location above the M&T Bank. Three operating train displays and other surprises. Free Admission.

December 4, 2006, Scarborough, Ontario, Scarborough Model Railroaders Open House, 17 Jeavons Avenue. 11:00 am to 5:00 pm. Adults \$5, Children \$2, Seniors \$3, Families(2A+2C) \$12. info www.scarborough-model-railroaders.org.

December 15, 2005, Rochester, New York. The Rochester Chapter of the National Railway Historical Society (NRHS) monthly meeting. Program: Williamsport PA in the Late Steam Era, Bill Bigler. Location: Forty and Eight Club, 933 University Ave., Rochester, NY. Meetings start at 7:30 pm and all are welcome as our guests. Information: www.rochnrhs.org or 585-533-1431.

January 7, 2006, Hamilton, Ontario, International Division Meet, St. Stephens on The Mount church, Concesion Street. Clinics to be held are "Bridging the Gap" by Rick Hunter from *Hunterline*, "Building a Blacksmith's Shop" by Brian Martin from *Hamilton Model Works*, and "Building Turnouts" by Tim Warris from *Fast Tracks*. Info: Email hmcintyre4@cogeco.ca

January 15, 2006, Paris, Ontario, Western Ontario Division Presents the Paris Junction Train Show at the Paris fairgrounds. Admission: General \$3, WOD members \$2, children under 12 free. Info: Gord King 519-583-0975, Email: sln@cablerocket.com.

January 15, 2006, Binghamton, New York. Roberson's Annual Model Train Show and Sale, Roberson Museum and Science Center, 30 Front Street. Sunday 9:00 am to 3:00 pm. Adults \$4, Seniors and students \$3, \$14 Family maximum. 8 foot Dealer tables \$18 each (includes one admission). Information www.roberson.org or 607-772-0660

January 15, 2006, Utica New York, Toy Train Meet- Utica Station, Main Street. Sponsored by the Toy Train Collectors Society. 10:00 am to 3:30 pm. Admission \$5 Adult \$2 Child

January 28/29, 2006, West Springfield, Ma. Big 2006 Railroad Hobby Show sponsored by the Amherst Railway Society. Eastern States Exposition Grounds, 1305 Memorial Avenue. Three buildings with 5½ acres of layouts, manufacturers, displays, dealers, flea market, etc. Saturday 9:00 am to 5:00 pm, Sunday 10:00 am to 5:00 pm. Admission Adults \$8.00, Children 12 and under free. Information at www.AmherstRail.org.

January 28, 2006, Ottawa, Ontario. St. Lawrence Division NMRA Meet. Emmanuel United Church, 691 Smyth Road. Doors open at 9 am, Clinics in the Morning, Layout Tours in the Afternoon. All are Welcome. Admission 5\$ Information Stanley_conley@carleton.ca or www3.sympatico.ca/gd.knowles/sld/sld_index.htm.

February 11/12 2006, Port Hope, Ontario. Ganaraska Railway Modellers 12th Annual Model Railway Show. Port Hope Lions Recreation Centre. Saturday 10:00 am to 4:30 pm, Sunday 10:00 am to 4:00 pm. Adults \$4, children 6-12 \$1, under 5 free. Info: Jens 905-797-2235.

February 11, 2006, Dundas, Ontario, Dundas Modular Railway Club Flea Market. St. Paul's United Church, 29 Park Street West. 10:00am to 3:00 pm. Adults \$3, children under 12 free. Info home.cogeco.ca/~dmrc. Dealer table rental \$3 per foot, Info Rick Butterworth 905-648-898 or John Jukes 905-628-0644

February 12, 19, 26, 2006, Toronto, Ontario. The Model Railroad of Toronto Annual Open House at the Club premises, 37 Hanna Avenue, Door 8 Toronto, From the Gardiner Expressway, exit at Jamieson Avenue and follow King Street east to Atlantic Avenue. 12:00 noon to 4:30 pm each day. Admission: Adults \$7, Senior \$4, Children \$3. Information from Dave Chesher 416-536-8927 <http://www.modelrailroadclub.com/>

February 18/19, 2006, Barrie, Ontario, 35th Annual Barrie-Allandale Model Train Show at the Barrie Event Centre, Hwy 400 & Essa Road. Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm, Adults \$6, Seniors and students \$4, Children under 6 free. Info: John Collette 705-487-5185.

March 4, 2006, Cobourg, Ontario, 11th annual Cobourg Model Train Show presented by the Cobourg Model Railroaders. Cobourg Lions Center, Elgin Street. Saturday 10:00 am to 4:00 pm. Adults \$4, Seniors \$3, Children \$1. The biggest model train show in Northumberland County

March 5, 2005, London, Ontario. 17th Annual Model Railroad Show and Sale, Lambeth Community Centre, Sunday 10 am to 3 pm. Adults \$4, Students \$2, children under 12 free when accompanied by an adult. Info: Bill Adili, 454 Cheapside St. London, ON N5Y 3X2 ph: 519-439-7008, wadilic570@rogers.com or Bob Drake, 14 Hillview Drive, Mossley ON N0L 1V0, 519-269-9750, quakr@enoreo.on.ca.

March 5, 2005, Rochester, New York, Annual Shamrock Toy Train Meet sponsored by the Toy Train Collectors Society Ltd. Logan's Party House Scottsville Road. Sunday 10:00 am to 3:00 pm. Adults \$5, children under 12 \$2. Info: Bob Mooney 585-223-6338.

March 18/19 2006, Kingston, Ontario, Kingston Rail O Rama Model Train Show presented by the Canadian Railroad Historical Association, Kingston Division. Ambassador Hotel, 1550 Princess Street. Saturday 10:00 am to 4:00 pm, Sunday 10:00 am to 4:00 pm. Adults \$5, Seniors \$4, Children \$2. Info: Brian West 613-962-7731 or Peter Macdonald 613-548-8427 or fax 613-548-8427 email:machobby@hotmail.com.

March 25, 2006, Ottawa, Ontario. St. Lawrence Division NMRA Meet. Emmanuel United Church, 691 Smyth Road. Doors open at 9 am, Clinics in the Morning, Layout Tours in the Afternoon. All are Welcome. Admission 5\$ Information Stanley_conley@carleton.ca or www3.sympatico.ca/gd.knowles/sld/sld_index.htm.

March 26, 2006, Henrietta, New York, The RTI Model Railroad Club presents the Spring Train Show in the RIT Student-Alumni Union Building. Sunday 10:00 am to 3:30 pm General admission \$5, seniors \$3, children under 12 and students with ID free. Info: www.ritmrc.org.

April 1/2 2006, Kemptville, Ontario. Capital Promotions, DHT present their 17th Annual TRAIN & TOY SHOW. W.B. George Centre, Kemptville College. 4km west of Hwy 416, follow signs for the hospital. Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm. Adults \$5, Seniors and Teens \$3, Youth 6-12 \$1.50 under 6 free. Info: Hugh Laing Ph/Fx 613-592-9402 (day) 613-592-5824 (eve) Email: vcrrains@igs.net Frank Steele 613-634-8225 www.027trains.com.

April 2, 2006, Etobicoke, Ontario, Lakeshore Model Railroaders Association presents Canada's Largest Model Railroad Flea Market, Humber College, North Campus Entrance D (In Main Gym) 205 Humber College Blvd. Saturday 10:00 am to 3:00 pm. Adults \$5, youth \$2, children under 6 free. Info Steve McCoy 416-656-4498.

April 9, 2006, Batavia, New York, The Great Batavia Train Show sponsored by the Genesee Society of Model Engineers. Batavia Downs Gaming and Racetrack. Sunday 9:30 am to 3:30 pm. Adult \$5, under 18 \$2, under 13 free. Info: P.O. Box 75, Oakfield, NY 14125. www.gsme.org.

April 23, 2006, Woodstock, Ontario, Woodstock Model Train Show, Oxford Auditorium, Woodstock Fairgrounds. Sunday 10:00 am to 3:00 pm \$4 per person, children under 12 free when accompanied by an adult. Info: Ian 519-426-8875 (Monday to Friday after 7 pm) email: toyshow@kwic.com www.thetoysshow.homestead.com or 2B In Trains 519-787-3280 (Tuesday to Saturday 10 am to 6 pm) Email: 2bintrains@freespace.net www.2bintrains.on.ca.

April 28, 29, 30, 2006, Chatham, Ontario, *The Chatham Express*, the spring convention of the Niagara Frontier Region of the NMRA. Wheels Inn, 615 Richmond Street. Contests, Clinics, Tours and Layout Visits. Info Gary Shurgold 519-351-3620. See page 12-14 for pictures, information and forms

April 29/30, 2006, Lansing, New York, Finger Lakes Railfair, Sponsored by the Cornell Railroad Historical Society and Cornell Chapter NRHS. The Field, 1767 East Shore Dr. (NY Rt 34) Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm.. Admission: Adults \$5, children \$2 family \$10.

April 29/30 2006, Brampton, Ontario, The Great British Train Show sponsored by the Plate Layers Society. Jim Archdekin Recreation Centre, 292 Conestoga Drive. Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm, Adults \$7, Children and Seniors \$5, Family of 4 \$15. Info: Mike Watts 905-683 0583, email: lsw.lbsc@sympatico.ca www.theplatelayers.org.

April 30, 2006, Chatham, Ontario, Chatham Model Railroad Club Train Show and Swap Meet. Ballroom of the Wheels Inn, 615 Richmond Street. 10 am to 3 pm. Admission \$3. Info: Gary Shurgold 519-351-3620.

May 6, 2006 Stayner, Ontario. Sponsored by the Nottawasaga Model Railroad Club, Model Railroad Auction, at St. Patrick's Parish Hall, Cedar St., Stayner, Ont. Consignments 8:30 am to 10:00 am. Auction starts at Noon. Admission is \$3 Contact Bill Payne 703-429-2762

May 6/7 2006, Lindsay, Ontario, Model Transportation Expo sponsored by the Lindsay and District Model Railroaders and Lindsay Model Shipwrights. Victory Park Armoury, 210 Kent Street West. Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:30 pm. Adults \$5, students and seniors \$4, children under 6 \$1.

May 13, 2005, Elmwood, ON. County Line Caboose 8th Annual Model Railroad Garage Sale. 014121 Bruce County Road. Free to public and vendors. Info Caboose 515-364-1390, Carol 519-884-6908 or email: sales@countylinecaboose.ca

May 27/28 2006, Midland, Ontario, The Midland District Railroad Club presents the 18th annual Model Railroad Show. Midland Sports and recreation Complex, King Street. Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm. Adults \$5, Seniors \$4, Children \$2, Family \$10. Info Paul McDermott email: okppmcd@msn.com.

July 2 to 9, 2006, Philadelphia, Pennsylvania, *Independence Junction*, the Annual Convention of the National Model Railroad Association, hosted by the Philadelphia Division, Mid-Eastern Region. Info: www.ij2006.org.

August 12/13, 2006. Bracebridge Ontario. The Muskoka Train Show at the Bracebridge Fair Grounds - James Lang Activity Park. Admission Adults \$6, seniors \$5, ages 5 - 12 \$3, family rate \$14. Contact Brian Forsyth 705-645-6164

September 10, 2006 Buffalo, New York, Buffalo Central Terminal First Train Show sponsored by the Central Terminal Restoration Corp, NYC Terminal, Paderewski Drive. Sunday 10:00 am to 4:00 pm. Admission Adult \$5, Children 3-12 \$2 Family (2 adults and 2 kids) \$10.

September 30/October 1 2006, Brampton, Ontario, 2006 Brampton Model Train Show sponsored by the Orangville Shortline Model Railroad Club, Brampton Fairgrounds 12942 Heart Lake Road. Saturday and Sunday 10:00 am to 4:30 pm. Adults \$5, Seniors, \$4, Children 5 to 12 \$3, under 5 free. Info: Dave Kennedy 705-435-4986 detoy@sympatico.ca or Carl Hall 416-499-1498 carllhall@sympatico.ca



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Craftsman's Corner at the Toronto Christmas Train Show

Bruce Wilson on the left and Lionel Strang on the right work away on some freight cars, my guess O scale (or perhaps even larger) for Bruce and HO for Lionel. Variety is the spice of life and it always makes for good conversation at a gathering like this.



Roger Berkley looks like he is just getting started; materials at hand, tools ready and reference photos close by. Time to settle in for some serious progress!

Don McLean and his collection of *Juneco* wooden box car kits in many stages of assembly; an education in a glance! Don will readily entertain you with his experience and enjoyment of working with these wooden kits. This is what the corner is all about, sharing, intriguing and welcoming both new and not so new modellers to the NMRA.



Craftsman's Corner Toronto Christmas Train Show October 2006



Above, Gord MacBride ponders the intricacies of the 'instructions' while Fran Phillips works away, paints at the ready.



Keith Lebold on the left works away at a freight car kit while Don Bernat puts together a sturdy looking bridge abutment. Don also brought along the diorama at left with the finely detailed and weathered garage with gas 'pumps' from a while ago created from a *Woodlands Scenics* kit.

All pictures by Neville Meads