



FRONTIER FLIMSY

The Quarterly Newsletter of the Niagara Frontier Region, NMRA

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A Visit to the Mount Washington Cog Railroad



Neville Meads made a visit to the Mount Washington Cog Railway in the summer of 2008 and his article starts on page 10. The upper left photo is a view up the mountain. If you look carefully, you can see the route. At the top right of the picture is smoke from one of the engines climbing the mountain.

The photo above shows one of the trains almost back to base station while the photo at left shows another train at the start of the long climb.

All photos by Neville Meads

The Niagara Frontier Region
NMRA
Frontier Flimsy

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Stanley Conley, Editor
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Advertising is accepted in the flimsy; please see the region web site for information and rates.

Opinions expressed in the Frontier Flimsy are those of the writer and do not necessarily reflect those of the NMRA, the Region, its officers, or other contributors to the Frontier Flimsy.

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The Niagara Frontier Region Flimsy
2194 Valley Drive, Ottawa, ON K1G 2P8

The Niagara Frontier Region
Regional Officers

President	Neville Meads 26 Russell Hill Road, RR #1 Bobcaygeon, ON 705-731-0893 neville.meads@sympatico.ca
Canadian V.P.	Richard Hatton 1965 Snowvalley Road, Minesing ON L0L 1Y0 705-737-9363 ricks.workshop@sympatico.ca
American V.P.	Richard Roth PO Box 309, Waterford, Pa. 16441-0309 814-796-0133, rrconductor@verizon.net
Secretary	Les Kauffeldt 57 Bassett Blvd. Whitby ON L1N 8N5 905-666-8344, secretary@nfr-nmra.org
Treasurer	Walter Reid 2219 Council Ring Road, Mississauga, ON L5L 1B 6 905-607-2859 WTReid@sympatico.ca
Past President	Richard Wagner 4 Edgewood Lane, Bergen, N.Y. 14416-9318 585-494-1581, WAGNERR@cityofrochester.gov

Division Superintendents

Allegheny inactive
Central Ontario: Robert Douglas, 613-962-0462, robert249.douglas@sympatico.ca
International: Harvey McIntyre, 905-643-8420, hmcintyre4@cogeco.ca
Lakeshores: Raymond Howard, 315-789-4801, superintendent@lsdmra.org
Ontario Northland: Trevor Ross, 705-983-9602, trevor@tjrcadd.com
St. Lawrence: Peter Joyce, 613-841-1950, galeandpeter.joyce@sympatico.ca
Southern Tier: Robert Hamilton, 607-754-0089, bobhamilton@stny.rr.com
Western Ontario: John Moseley, 519-455-1311 j.moseley@sympatico.com

Regional Officials

Achievement Program: Peter Nesbitt, 613-745-7475, nesbitt@magma.ca
Convention Coordination: Bill Estes, nyowrr@frontiernet.net
Flimsy Editor: Stanley Conley, 613-523-8237, stanley_conley@carleton.ca
Historian: Keith Lebold, 705-653-4902, k_lebold@yahoo.ca
Membership/Registrar: Don Hillman, 519-836-1325, hillmad@sentex.ca
Model Contest: John Moseley, j.moseley@sympatico.com
WebMaster: Bill Annand, bill_annand@muskokacomputes.com, webmaster@nfr-nmra.org

Waybill

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Notice of NFR Annual General Meeting

The Niagara Frontier Region Annual General Meeting (AGM) will be held at the Woodstock Turn Convention on Sunday April 19, 2009 at 8 A.M.

Niagara Frontier Region Executive Reports

President

Neville Meads

This is my first report for the New Year. Many things have happened in the past three months since my last report.

The first item is that there was a mistake made in the last issue of the Flimsy; in our quest to try and save money for the Region, not only where election ballots sent out in the hardcopy of the Flimsy but also in the electronic version. After this had taken place, it was pointed out that the wording in the Constitution states, that all members eligible to vote, must be mailed their ballots. Therefore, you will receive a letter, with your ballots for the election enclosed, along with the notice of the (AGM) General Meeting which is to take place at the NFR Convention "The Woodstock Turn" on April 19, 2009. There will not be the possibility of someone voting twice, as the election ballots that you will/have received are different from the ballots that were sent out three months ago. The election ballots must have a postmark no later than March 31, 2009. I apologize for this mistake taking place.

I have had a number of telephone calls from members supporting our decision to go electronic. With just one issue behind us, this has saved the Region considerable money. True, we have had to spend money to notify the members of the AGM and also to send the ballots to them by mail but it is at a smaller cost than mailing it out to everyone in the Flimsy. Notice the word mailing in the last sentence. At the AGM, one of the items that will be brought forward to the membership for their vote is a change in the wording to the Constitution, so that we can use electronic means as well as the mail to notify the membership of the AGM and also to send election ballots. This will be a great cost saver. The rewording will also cover events in the future.

For those members who subscribe to the Flimsy and have not submitted their e-mail address to the Registrar, I urge you to please do so. You will then receive your electronic version of the Flimsy immediately as it is published and in colour. It will cost you less and will be a huge help to the Region. Those members who do subscribe to the electronic version of the Flimsy, make sure your e-mail address is up to date. Notify the Registrar immediately of any changes. You do not have to worry about the Region selling your e-mail address to others as that is something the Region does not do. We really need your help with this.

For our last board meeting I submitted a budget for this year. As I explained in the budget, the figures included the profit for the Region from the NFR Convention in Rochester. In the December issue, I gave a figure of the Region's share of the profit as \$1600.00. I'm afraid I transposed the figures and it should have read \$1060.00. While figuring the new budget for this year, the estimated cost of the Flimsy was greatly reduced, because of the electronic version. If it were not for the electronic version, the Region would be well into the red. Because of the electronic version, the Region is showing a surplus, not huge, but a surplus.

Next year, the budget will have to be figured using the Region's share of the profits from the Convention in Ottawa. This Convention was a great success but as I mentioned in my last report, there was hardly any profit for the Region to share. This will make the figuring of the budget an even greater task for my successor. This is why I am urging you to accept the Flimsy in the electronic version as the saving is quite a bit for the Region.

At times I feel like the “Voice of Doom”. For those of you that were too young to have been born before the Second World War, there was a newscaster in Canada with a deep voice and when he broadcast the news, especially in the first few years of the war when everything was bad news, he was called the “Voice of Doom”. For those who do not remember, this was Lorne Greene of Bonanza fame.

Well I am not Lorne Greene but I seem to be always carrying on about the finances of the Region. The electronic version of the Flimsy is the turn around regarding the flimsy.

Now another “Voice of Doom” announcement, the NFR Convention “The Woodstock Turn” is not receiving the number of registrations that is needed. As of the date that I am writing this, the convention is only half way with the registrations required to break even. If you plan on attending the convention and have not sent in your Registration, please do so **NOW**. If you do not plan on attending the convention, please reconsider as this is a very reasonable convention especially for a three day event.

The organizers have spent a year working on this convention together for you so please do not let them down. There is something else to consider. If the convention should fail to meet the required numbers, a decision will be made to shut down the convention and there will not be an NFR Convention for 2009. If this happens, there are commitments that have been made to the hotel etc. that must be met. The Region must pay these expenses. This convention’s profits are being donated 100% to the Region by the organizers. This is their way to help the Region. This will be a great help to the Region but of course if the convention fails, then the Region suffers.

The next item is the first NFR Train Show to be held in Tottenham on September 19, 2009. As I mentioned in the last issue of the Flimsy, a group has gotten together and organized the NFR Train Show. Here again is a great need for you to show support and pass the word about the train show. We all like to go to train shows and here will be one

that will be helping your Region. This was discussed at the AGM in Ottawa. The consensus was that the only way for the Region to be in a good financial position is for the Region to have a yearly train show. Once the Region has reached this financial goal, it can help every one of its members with various projects.

We are currently looking for volunteers for a few positions.

The first position is NFR Registrar. This position is to look after the membership records of the NFR. This is not to be confused with the Canadian Registrar. Don Hillman still holds that position and looks after the NMRA membership for all of Canada. The NFR Registrar will look after the membership for the Niagara Frontier Region only.

The second position we are looking for someone to volunteer for is Ad Manager. This person will be contacting companies, hobby stores, and individuals etc. to purchase advertising space in the Flimsy.

The third position is Contest Chairman. John Moseley, the past Contest Chairman has recently become Superintendent of the (WOD) Western Ontario Division. John is also working two other positions with the NFR and is stretched to the limit. Here is an individual who has been devoting an exceptional amount of time to the NFR and it is quite understandable that he had to give up one of these positions. The Contest Chairman looks after the organizing of the contests at the conventions.

All of these positions acquire points towards the Volunteers Certificate.

In closing, please support “The Woodstock Turn” This convention deserves your support.

See you down the track.

Nev Meads

American Vice President Richard Roth

As some of you know, I'm involved in railroading at several scales, 1/87 (HO) and also 1/1 (yeah, that's the real trains). The other day my boss at the railroad called saying they needed to get a train to the interchange and my help was needed. Since the last run we had received about 18" of snow then a thaw and high winds topping 70 miles per hour, then another freeze and about 3" more of snow.

The first day was spent digging out switches and flangeways at crossings. Five of us worked all day to get the necessary switches cleared and operating properly. The following day we dug out some more switches and then traveled the line with our high-rail truck checking for any damage, cutting several trees that the wind laid down, and dug out culverts blocked with snow and ice that were causing water to flood across the roadbed.

Later that day, the train made its way from Titusville to the interchange at Rynd Farm outside Rouseville, PA. To get the train running we needed the work of five people working over several days, each contributing those things they best could do on behalf of the railroad. Together as a team, we got the train out and customers served in the way they need and desire.

Now, you're probably asking, what's that got to do with model railroading? Really, it's very similar. On both days, not only did the MOW guys have brooms, picks, and shovels in their hands, so to did the president, general manager, and train crew. Everyone worked together to make something happen. That's what the NFR needs today. We need everyone to step forward and take a shovel, a broom, or a pick so to speak and dig in.

As of this writing we have nobody on the ballot for several offices and several major chairs are open or will be open very shortly. In addition, we are living hand to mouth for convention planners and sites. We are members of the NFR because we feel there is value in our being a part of the organization. We are always willing to partake when that value

appeals to us. If we are willing to take, then we should also be willing to give as well.

You could think of the NFR as a railroad too. The conventions, train shows, meets, and other special events are the trains running down the line so each of us can enjoy the ride as a member of the crew or a passenger. It takes many people in the background, on the train, in the office, on the ground to make things possible. Yes, it does involve some work, but it's work that can be of benefit to others and us too as learning events. Our model railroads take work behind the scenes to get them ready to run but that allows us to enjoy the fun and share it with others, it's the same thing.

Please step forward and be willing to do some work so that you can share your hobby with others and see them as they enjoy the work that went on behind the scenes. When you're asked, say "yes"; or even better, don't wait, step forward and offer now. We need you help.

Canadian Vice President Richard Hatton

Hard to believe that Christmas has come and gone, New Years has past and I've just finished up with the Barrie Train Show. Time flies when you are having fun.

Modeller's corner made an appearance in Bellville since we last talked and an enjoyable weekend was had by all. As always it was well attended. This is always a great show if you didn't make it last year try this year. You won't be disappointed. Thanks to all who helped on the corner. Without these volunteers it would not be as successful as it is.

If you would like to attend the corner contact me by email or phone and I will add you to the list and keep you posted of the when and where's.

Neville organized the corner for Barrie, so I will let him talk about it. The show itself had a record attendance in its second year in their new location under the glass.

There is a new website;

www.modelrailroadcanada.com

that may interest everyone. Take a look as it covers the hobby in Canada very well and is looking for input from modellers. It includes a calendar, clubs and videos including a segment on this year's Barrie Show.

Don't forget this year everyone that renews or becomes a new member of the NMRA at Modellers corner is entered in a draw for a completed HO general store. Built by Neville Meads a master model builder, this will look good on anyone's layout!

This year's convention *The Woodstock Turn* is coming quickly. The group is working hard to

ensure a good time had by all. So if you haven't sent in your application get yours in before it's too late. If you don't have one email or call me and I will send you one. (or you could use the one on page 19 ed.)

If you haven't already got it you will receive it soon in your mailbox, the ballot for the NFR elections! Fill it out and send it in. Now is the time to speak up and be heard, this is your NMRA

Thanks for your time. See you at a Modellers Corner near you. Come on in say hello. Tell-em Rick sent you.

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Name _____

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Email _____

Check Credit card

Credit Card # _____

Credit Card Exp _____

Signature _____

*Rail Pass offer is for new members and those who have not been NMRA members for two years or more. Individuals can join at Rail Pass rates only once; membership renewal will be at the regular membership rate. Rail Pass members can attend conventions and participate in contests, but cannot vote or hold office and will not receive a New Member Pak.

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Niagara Frontier Region Division Reports

Central Ontario Division
Superintendent Bob Douglas

International Division
Superintendent Harvey McIntyre

Lakeshores Division
Superintendent Raymond Howard

First of all, as I assume the role of Superintendent of the Lakeshores Division, I would like to thank several of our members who have agreed to be an advisory committee and to work with me to provide what I hope will be a great program for LSD members during my tenure. They are Mike Roque, Dave Coon, David Mitchell, Richard Wagner, and Master Model Railroaders Harold Russell and Ned Spiller.

The LSD provided a modeler's corner at both the Batavia Train Show and the RIT Tiger Tracks Train Show last fall. Projects ranged from decaling and detailing rolling stock to scratchbuilding turnouts. Both were very successful and allowed time to promote the hobby and the NMRA while speaking with visitors.

The Division Spring meet will be held March 21st, at the Presbyterian Church in Geneva. Morning activities will include three clinics: Operations on the FGLK, presenter will be from the Finger Lakes Railway; Establishing a Rail Company Identity presented by Bill Estes; and Working with Vehicles presented by Mike Fuller (Mike's Train Emporium). There will also be a swap table and a few door prizes. Afternoon layout tours include the Seneca Lake, Ontario, and Western Railroad (Ray Howard), Gorham and Stanley Railroad (Scott Baroody), Tiger Valley Railroad (Guilford Mack), Oil Creek Rail Road Company (Richard Senges), and Denver and Rio Grande Western (Dave Thompson).

We are still looking for members to fill the positions of Assistant Superintendent and Secretary.

Ontario Northland Division
Superintendent Trevor Ross

The Barrie Train Show occurred on February 14 and 15, 2009. The next events local to the OND include the Midland Train Show in May and the Muskoka Train Show in August. See you all in Woodstock.

Feel free to contact me at trevor@tjrcadd.com or (705) 983-9602 with any ideas or suggestions for future events.

St. Lawrence Division
Superintendent Peter Joyce

Members will want to hear that we received a very nice letter from the Craig Memorial Library thanking us for our donation in Brian Ludlow's memory.

Our Kitbuilding session in January was well attended: the variations on the basic kit are many and will make for a colourful group presentation in the Appearance Contest at the Woodstock Turn in April. Our next session will be Saturday February 28th when we will be assembling our kits, applying finishing details and preparing for the Convention. Speaking of the NFR Convention, **HAVE YOU SUBMITTED YOUR ATTENDANCE SHEET YET?** We need the SLD to be well represented, as we are one of the largest divisions in the NFR. As well we have some of the most talented modellers in the NFR, and we look forward to bringing home more than one award of excellence in the Judged Contest.

Our January meeting saw nearly thirty members in attendance, and we were rewarded with a detailed but simply stated Power Point presentation on exterior and interior lighting for our Kitbasher project from Peter Nesbitt. Grant Knowles reviewed our collective progress to date on the bakery, and answered technical questions from the members. Contrary to my remarks in January, we did not spend the afternoon modeling, but visited two east end layouts: Jim McSherry's and Ron Newby's.

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Many of us had not seen the layouts recently, having been busy during the Bytown Bobber when they were last open: we were all quite impressed! Some visitors took the opportunity to browse through *Discount Hobbies* while they were in the Orleans area.

The Division will be representing the NFR at the Kingston Rail-O-Rama on the weekend of 21-22 March: Andrew Chisholm is our man on the ground and is looking for volunteers to man the booth on both days; perhaps modeling, or operating the SLD module, and/or extolling the virtues of joining the NMRA Canada and the SLD since Kingston is in our geographical area. **WE NEED VOLUNTEERS – CONTACT ANDREW AT chisholmag@intercolonialrailway.com, or me in Ottawa.**

Our March meeting will be held on Saturday March 28th at Emmanuel United Church. Following the morning business and information meeting we will spend the afternoon making those last minute touches to our bakeries (and pool halls, and drug stores, andand....) prior to heading for Woodstock.

**Southern Tier Division
Robert Hamilton**

**Western Ontario Division
Superintendent John Moseley**

With Spring just around the corner, we are finally putting on the finishing touches to some long awaited programs. Our first clinic this year will be again at the Arden Park Inn, in Stratford, where the clinic will be on the use of “Track Planning and Layout Programs”, such as CadRail, and Xtrak, will be explained. So if you want to join us, it is April 4th, starting at 10am.

Craig Dunn and his team are getting everything ready for the NFR Spring Convention, the *Woodstock Turn*, April 17th –19th. Those of you who waited to long missed out on the opportunity to sign up for the chance to operate a real G.P. locomotive.

This year marks the retirement of Gord King as our Train show Co-ordinator. After 26 years of running the Show Gord steps down, and allows myself to run the Show. I have some really big shoes to fill. Thanks Gord for your time and effort.

We are continuing to have a Welcome Table at both Kitchener and Woodstock, during the spring months. Say Hi if you are in the area.

Niagara Frontier Region Officer Reports

**Achievement Program Chairman
Peter Nesbitt**

I'm pleased to report that the following Achievement Program certificates have been approved.

Peter Nesbitt Electrical

John Kanakos Volunteer

As well Richard Fahey has started down the Achievement Program path by receiving his Golden Spike.

Congratulations John and Richard on your fine accomplishments.

**Convention Coordinator
Bill Estes**

**Membership/Registrar
Don Hillman**

NFR Membership Type by Years Renewed

Membership Type	Total	1 Yr	2 Yr	3 Yr	4 Yr	5 Yr	6 mos	Life
Family	38	18	18	1	1			
Life Member	135							135
Life Member actuarial	37							37
Member	162	117	42			3		
Member w/ subscription	458	300	142	1		15		
Rail Pass	24						24	
Student	1	1						
Sustaining	5	5						
Total	860	441	202	2	1	18	24	172

NFR Membership Type by Division

Membership Type	Total	OOR	OOR Life	AHD	COD	ID	LSD	OND	SLD	STD	WOD
Family	38				10	7	2	2	6	1	10
Life Member	135	6	10	2	23	21	24	8	12	6	23
Life Member actuarial	37		2	4	4	12	6	1	4	1	3
Member	162			3	26	29	8	3	30	7	56
Member w/ subscription	458	9		17	103	82	48	9	70	27	93
Rail Pass	24				2	3		2	3		14
Student	1						1				
Sustaining	5				1	2			1		1
Total	860	15	12	26	169	156	89	25	126	42	200

DivDesc	NFR Division Membership by Expire Year							
	Total	2008	2009	2010	2011	2012	2099	2499
OOR	15	1	6	2			6	
OOR Life	12						2	10
AHD	26		13	6	1		5	1
COD	169		89	45	8		27	
ID	156	1	82	30	9	1	28	5
LSD	89	5	42	12			19	11
OND	25	2	9	4	1		9	
SLD	126	4	65	35	6		16	
STD	42	2	25	8			5	2
WOD	200	5	82	77	10		26	
Total	860	20	413	219	35		143	29

The Mount Washington Cog Railroad

Story and Photos by Neville Meads

For those who do not know, the Mount Washington Cog Railroad is, as the name implies, a cog railroad that travels up the side of Mount Washington in New Hampshire. The train takes you to the summit of the highest mountain in the North Eastern United States at an altitude of 6,299 feet (1,917 meters) above sea level.

The highest wind gusts directly measured at the earth's surface was 231 MPH on April 12, 1934, at the summit of Mount Washington. Being above the tree line at the summit, the buildings are chained to the mountain.

When you stand at the base where the trains start out from, you are in dense forest. On a clear day, you can see all the way to the summit and note that partway up the mountain, the tree line ends and the mountain is bare.

The railway was a dream of Sylvester Marsh. While hiking the trails up Mount Washington, he was caught in a snow storm and came close to losing his life. He thought about ways to reach the summit and came up with the idea of a cog railway. Many thought he was crazy with the idea. He constructed a small section of track that started up the mountain and at the same time had a locomotive built with an upright boiler and a cog gear to pick up the center rack rail as it progressed along its way.



The cog on the locomotive that engages the rack to propel the train up the mountain.



This is the engine called Peppersass and was the original design for the cog railway locomotives in 1866 now on display.

He also came up with a safety device. The first air brake controlled by compressed air. Marsh was granted a patent which was five years ahead of Westinghouse's air brake. This system allowed the train to slowly come back down the mountain.

On August 29, 1866 the demonstration was given up the small section of track. By July 1867 a little over a mile of track had been laid. By August 14, 1868 a trestle called Jacobs ladder had been completed. This is a high, very steep trestle.

On July 3, 1869 the railroad was completed to the summit. Two months later, President Ulysses S. Grant rode "Old Peppersass" "On the Railroad to The Sky" as it is called.



The view up the mountain from the station area.

Today, the Mount Washington Railroad is very easy to find and is just off Route 302. It is only a few miles from the highway. There is free parking at the base with a large souvenir shop with very reasonable prices. Here also is a snack bar and ticket office. The trains start right outside the door. There are no provisions for pets and they are not allowed on the trains.

From May 3, the trains only run on weekends and there are only two departures 11:00 A.M. and 2:00 P.M. On the weekend of May 24, 25 & 26 the trains run hourly from 9:00 A.M. to 4:00 P.M. From May 31 to October 19 the trains run hourly. It would be best to check their website at www.thecog.com or telephone 1-800-922-8825 before setting out just in case there are any changes.

Be prepared when you board the train that most trains are coal fired so there could be soot. There is a Diesel that started to run in 2008.

Secondly, be prepared for the weather as it could be July or August and eighty or so degrees at the base but the temperatures at the summit can be twenty or more degrees lower. There is a possibility that the mountain top can be surrounded by cloud.

As you leave the station at the base, immediately you start to climb. A short while after leaving, the station will disappear while you continue on. On a clear day, you can see all the way to the top and watch the trains ahead of you still climbing up or descending. There can be up to seven



A train ready to depart the station for the climb up the mountain.



The steam locomotive Kancamagus, note the angle of the boiler, when the engine climbs the mountain the boiler is level.

trains on the mountain at one time. You will note the unique passing sidings with the switch's handling not only the two rails but also the cog gear rail. The round trip takes about three hours, with a twenty minute stop at the top.

What ever you do, take a camera as this is a very unique experience.

The railway offers discounts at various times for families. This is a way for the whole family to have an enjoyable time railroading. Everyone will like this including Mom.

More pictures on page 12

Regional Train Orders

March 7, 2009. Cobourg, Ontario, Northumberland's largest, *the Cobourg Model Train Show* is presented by the Cobourg Model Railroaders, at the Lions Community Centre, Elgin Street East. Saturday only, 10:00am.-4:30pm. Adults \$5, Seniors \$4, Children \$1. For more information contact Ted Rafuse, 181 Armour Court, Cobourg, Ontario, K9A 4S6, 905-372-8375.

March 8, 2009. Lambeth/London Ontario. Model Railroad Show & Sale. Lambeth Community Centre. 10:00am to 3:00pm. Adults \$4, Students \$2, under 12 FREE. Three layouts & many model railroad dealers on site. Snack bar available. Contact info: Bob Drake 519-269-9750, quakr1@execulink.com

March 21-22, 2009. Kingston, Ontario. Twentieth annual Rail O Rama Model Train Show. Presented by the Canadian Railroad Historical Association, Kingston Division. Ambassador Hotel, 1550 Princess Street. 10:00am-4:00pm both days. Adults (13+) \$5.00, Seniors (60+) \$4.00, Children (5-12) \$2.00. Info: Brian E. West Phone: 613-962-7731, E-Mail ovlov7@msn.com

March 28, 2009. Ottawa, Ontario. St Lawrence Division Meet. Info:
www.3sympatico.ca/gd.knowles/sld/sld_meets.htm

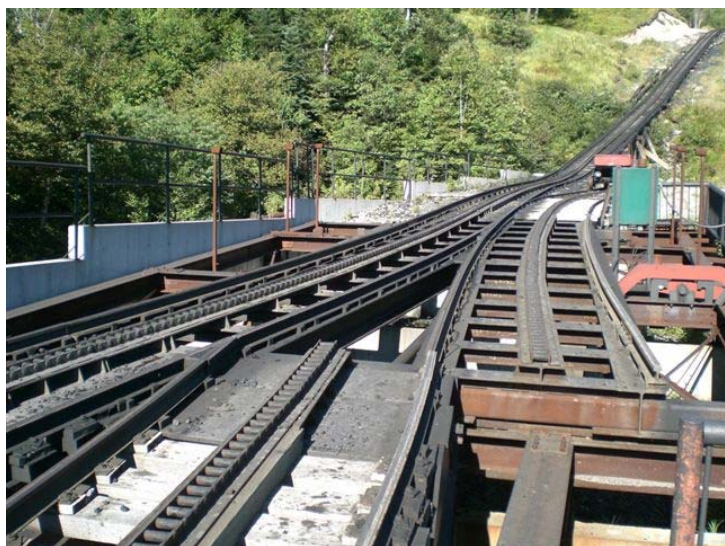
March 28, 2009. Cambridge, Ontario. 26th Anniversary Doubleheaders Model Railroad Club Self-Guided Home/Club Layout Tour Saturday 9:00am to 9:00pm. Registration from 9:00am to 3:00pm at Hespeler Arena, 640 Ellis Rd. W., Cambridge, Ontario. Admission \$5.00. 40+ Layouts. More info: 519-578-7546 or email dhtour@gmail.com. Preview layouts on the tour at www.trainweb.org/doubleheaders/dhsite.htm

March 28-29, 2009. Kemptville, Ontario. Capital Promotions, DHT present the Train and Toy Show. W.B. George Centre, Kemptville College. Adults \$6.00, Seniors and Teens \$4.00, under 12 \$1.50. Info: www.027trains.com, Hugh Laing: Ph/fx 613-592-9402(day) 613-592-5824 (eve) email: vcrrains@igs.net or Frank Steele 613-634-8225 email: fsteele@cogeco.ca

April 17-19, 2009. Woodstock Ontario. Niagara Frontier Region Annual Convention, *the Woodstock Turn*. Please see the seven pages of material in this issue. Website: <http://nfr-nmra.org/conventions.htm>.

April 25-26, 2009. Aberfoyle Ontario. Aberfoyle Junction Model Railway Open House. Located at southern village limits, #128 Brock Road, 1.5 km North of Hwy 401, exit #299. 10:00am to 4:30pm both days. Adults \$8.00m Students/Seniors \$6.00, Children \$5.00. Information: Craig Webb, 257 Broadway Avenue, Hamilton ON L8S 2W7, Phone: 905-527-5474. Web: www.aberfoylejunction.com

May 30, 2009. Ottawa, Ontario. St Lawrence Division Meet. Info:
www.3sympatico.ca/gd.knowles/sld/sld_meets.htm



This is the switch at the base station. It is motorized and works like a transfer table with the entire assembly sliding sideways. Further up the mountain, the switches are not as elaborate and are hand thrown.

The track toward the sheds and repair shops is in better shape on the mountain, thank goodness.





The Woodstock Turn

The 2009 NFR Convention

Woodstock, Ontario

April 17, 18, 19, 2009

Members are encouraged to visit the convention web site at www.nfr-nmra.org/conventions.htm to view the up to date information.

Since the previous *Flimsy* a number of things have happened to the Convention. Decisions have been made to make this a very good convention.

The Hospitality Suite will only be open on the Friday evening of the Convention. As a group we are getting older and finding volunteers to host the room became a problem. Because of this we found a corporate sponsor who will look after the room on Friday. Rapido Trains of Concord, Ontario will act as host of the Hospitality Suite from 5:00 p.m. to 11:00 p.m. on April 17, 2009.

Jason Schron will bring a number of his newest cars to the show for the members to look at and comment on. The fact that this company just likes to have an opportunity to chat with modellers makes the Hospitality Suite a good fit for the Convention. The Hospitality Suite will be located in room 202 of the Quality Inn.

A number of local businesses have taken out ads in the Convention handbook. It is hoped members will have the time and opportunity to frequent these establishments. Restaurants and hobby shops have advertised in the book. If you can find the time please visit these establishments. The ads placed in the book help to reduce costs to the entire convention.

The Prototype Tour has only ten places left on the Saturday afternoon. That means that if you hurry you will be able to get at the controls of a GP 7 of either 1949 or 1952 vintage. This tour requires that members make their own way to the railway from the hotel. Maps will be supplied. The tour of the shop and the times on the engine will be scheduled in groups of four persons throughout the afternoon. The schedule is important as it allows members to take part in the Layout tour and then arrive at the railway, and following the time on the locomotive, return to the layout tour.

Fred Thompson will act as conductor at the OSR shops and will see to it that members are on the train at the correct time. It is advisable that members car pool to the OSR shop. There is limited parking at the shop and the only other parking is on a busy county road. A sheet will be found in the lobby of the hotel to help establish car pool arrangements.

The Convention Handbook is being put together by Larry Minshall and it will contain all the information members will need. The clinics and clinicians will be listed as to room and time on Friday and Saturday. The layout tour locations and maps to these will be in the book as will the map to the prototype tour and the schedule for that tour. If it isn't in the book, please ask one of the men on the committee. They can be identified by the fact that they are wearing the Woodstock Turn patch as the rest of the members will be receiving their patch in the "welcome bag".

As stated earlier, the "Awards Banquet" at the Quality Inn will be a buffet. Committee members have discussed this with the hotel staff and we are told that the buffet will be as quick if not quicker than a traditional "sit-down" meal. The buffet serving tables can be accessed from both sides of the table and the line should move rapidly. Please take what you can eat, remembering there may be many people behind you. The banquet time may

be moved to a 7:00 p.m. start to allow members who took on the longer layout tours to get back safely and get ready for dinner.

The Annual General Meeting will take place Sunday morning beginning at 8:00 a.m. A quorum is required for this meeting so members should turn out for it. The hotel restaurant, *Ody's*, opens at 6:30 a.m. on the Sunday of the meeting which will allow members a chance to have breakfast before the meeting. Neville Meads will be in charge of the operation of the meeting. As the Train Show does not open until 10:00 a.m. there is no need to rush to get to it. I hope to see you all at the meeting.

Train Show to be held at the Woodstock Fairgrounds is completely independent of the Convention. Members should attend the show which for the first time expands from a 16,300 sq ft in one building, The Oxford Auditorium, to take in a second building immediately next door to the first, The Mutual Building at the Woodstock Race track. This show is a mix of dealers and individuals selling model railroad equipment in every scale. Usually there is everything from old wood craftsman's kits to "buy and place" structures in most scales. If members have something to sell and wish to make arrangements for a table at this show either as an individual or as a small group, please contact the operator at toyshow@kwic.com

As yet the committee has been unable to make contact with the operator of this show. The cost of the show is paid at the door and the admission is \$4.00. The committee will continue to try and get a lower price for NFR members but we can't promise you anything at this stage.

The Quality Inn and Suites offers members a rate of \$99.99 per night and a free continental breakfast in *Ody's* restaurant from 6:30 a.m. each morning. To book your accommodation at the Woodstock Turn dial 519-537-5586 if you are local, or 1-800-667-4466 if you are outside the immediate area. If you wish to view the hotel and its facilities go to www.woodstockqualityhotel.com

N F R Company Store

The first offering is Sweatshirts and Golf Shirts with the NFR Logo on the chest.

There is a rainbow of colours to choose from and all sizes are the same price of \$34.00 each plus shipping. If you would like to place an order contact

Carol Smith
83 Sherwood Forest Dr.
Markham Ont.
L3P 1P9
carolandpaco@rogers.com





The Woodstock Turn

The 2009 NFR Convention

April 17, 18, 19, 2009

Convention web site is <http://nfr-nmra.org/conventions.htm>

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

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

Currency Exchange for American Members

To the NFR's American members this convention will offer you things you have requested. You may pay in American funds by cheque. To find the exchange rate go to www.xe.com/ucc and type in the registration amount in CDN funds and then convert to American funds and press Go. And send that amount. As well the convention site is near the border, about one hour and a half from Buffalo. We hope we will be able to make all of you welcome at *The Woodstock Turn* in April.

The Prototype Tour

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

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

If you wish to view the OSR go to either the convention web site or the OSR site at www.osrinc.ca. If you have any questions about the Prototype Tour please contact the organizer, Craig Dunn at 519-485-2095 or craidunn@execulink.com

The Clinics and Clinicians

Ralph Tayler, Clinics Organizer has done a fine job putting together the clinics for *The Woodstock Turn*. There have been many people offer to present a clinic and I would like to thank them for making those offers. Four rooms for the clinics will operate Friday evening and Saturday morning.

For the "Make and Take" clinic *Sylvan Hobbies* of Parkhill, Ontario has offered two kits: A GTW depot and a generic Freight shed that can be used by any railroad. The cost for the Depot is \$25.00 in HO and \$12.00 in N scale. The freight shed is \$27.00 in HO scale and \$12.00 in N scale. The footprint of each building is on the Convention web site. To view the web site go to <http://www.nfr-nmra.org> and when into that click "conventions" in the left hand column. The prices for the kits are also shown on the registration form. This clinic will run on Friday April 17, 2009 from 5:00 p.m. until 11:00 p.m. Clare Gilbert, the owner of *Sylvan Hobbies* will be there as the Clinician and all round helping hand. A tool list will be supplied.

Standard and PowerPoint Format Clinics

Brian Fayle	The Beauty of Small Layouts
Ralph Tayler	Bridging the Gaps
Craig Dunn	The Key Valley Railway Revisited or where I went wrong in the book
Tim Warris	Building a Turnout
Steve Lucas	Getting it Together
Bill Estes	A Model Railroad Co. Identity
William Dewar	Prototype Cars for Your 1950 Railroad
Gary Shurgold	Model Railroad Techniques
Lorne James	Custom Sound Design
Joe Rutter	Different Building Materials
Richard Chrysler	TBA Please see web site
Roger Chrysler	TBA Please see web site
Richard Wagner	TBA Please see web site
Les Kauffeldt	TBA Please see web site

The Layout Tours

The layout tours are being organized by Don Pearce and his own layout will be open to conventioners. The following have volunteered to display their layouts.

Woodstock Area

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

Woodstock East

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

Woodstock West

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

Woodstock South

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

Simcoe and Port Dover

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

The NFR Raffle

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

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

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

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

Train Watching at *the Woodstock Turn*

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

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

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

Port Burwell subdivision. CPR also serves industry in Putnam and St Thomas on the St Thomas sub.

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

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

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

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

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

The Hotel - Quality Inn and Suites

580 Bruin Blvd, Woodstock, Ontario

Hwy. 401 to Hwy. 59 N. Oxford Road. Then turn left at Juliana Dr. to Bruin Blvd.

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

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

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

The Banquet

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

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

The Contest Room

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

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

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

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

The Train Show

Sunday April 19, 2009 10:00 a.m. to 3:00 p.m.

There will be a train show run by a private enterprise in the 16,300 square foot Oxford Auditorium in Woodstock. Some of the features will include both commercial and private (flea market) vendors, The Thames Valley Central's new 12' X 40' DCC layout, an NFR Craftsman's Corner is usually active at this show. Past shows have had representation from N, HO, S, O and G scales. Directions to the show will be in the handbook and posted on the Convention bulletin board.

Don't forget to visit the Convention web site for updates. See it at <http://nfr-nmra.org/conventions.htm>



Woodstock Turn 2009 NFR Convention

Quality Inns and Suites, 580 Bruin Blvd, Woodstock, Ontario, Canada
April 17-19, 2009

Registration Form

(Please print clearly)

Please send your completed form and payment to:

Woodstock Turn c/o Registrar Terry Pond:

1324 Mall Road, RR#2 Tillsonburg, Ontario Canada, N4G 4G7

Last Name		First Name		First Name on Name Badge	
Address			City	Province/State	Postal Code/ZIP
Home Phone		Email Address			
The convention committee will confirm your registration with this method					
NMRA Membership No.	Primary Scale: HO N S O Large _____ Other _____			Do you want to help with the Convention?	

Additional Registrant

Last Name		First Name		First Name on Name Badge	
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Convention Fares ** NMRA membership required ** ** US Members pay in US Funds *** Canadian Members Pay in Canadian Funds ***

	Unit Cost	Total
Rail Fare – Full Convention (Convention + Banquet) – Hot Buffet	\$85.00	
Rail Fare – Convention Only	\$50.00	
Day Pass Friday Saturday Sunday (please choose one only)	\$35.00	
Student Pass (18 years and under OR with Student I.D.)	\$25.00	
Banquet Only: Hot Buffet	\$40.00	
Make and Take: Kits by Sylvan Hobbies		
Depot HO	\$25.00	
Depot N	\$11.00	
Freight House HO	\$27.00	
Freight House N	\$12.00	
<small>Please include this with your registration as kits need to be ordered (1 per member only). Anyone already registered will be contacted by the registrar.</small>		
Prototype Tours: A visit to the Ontario Southland Railway Shop in Mount Elgin, Ont. A cab ride in one of their diesels and the participants will be allowed to operate the controls over a small section of the road. Limit 40 persons	\$25.00	
Please make your enclosed cheque or Money Order payable to: Woodstock Turn Please enclose any extra fare at this time	Grand Total	

Host Hotel Information Quality Inns and Suites, 580 Bruin Blvd, Woodstock, Ontario, Canada
Main Tel: 1800-667-4466 or 519-537-5586 Website: <http://www.qualityinn.com/> SEARCH FOR WOODSTOCK, ON, CA
In order to get the special Convention room rate, mention "NMRA Convention –Woodstock Turn"
Convention Rates are \$99.00 CN and include a free Continental Breakfast

For Convention Registrar's Use Only			
Date Received: _____	Payment Reference #: _____	Registration #: _____	



**Lakeshores Division,
NFR, NMRA
Spring Meet, March 21, 2009**

**Location:
Presbyterian Church in Geneva
24 Park Place
Geneva, NY 14456**

Registration, Meet, and Greet. (8:30AM – 9:00AM)

NMRA Members - \$3.⁰⁰ Non-members - \$5.⁰⁰

Morning: Clinics, News, and other activities. (9AM to 12:15 PM)

Clinics:

Operations on the FGLK (Prototype) – FGLK (TBA)

Establishing a Rail Company Identity – Bill Estes

Working with Vehicles – Mike Fuller (Mike's Train Emporium)

Door prizes & Swap/Sale Table

Information about Woodstock Turn (NFR Convention)

Lunch on your own. (12:15 – 1:00PM)

Afternoon:

Layout tours: (1PM to ???)

Seneca Lake, Ontario, and Western Railroad (Ray Howard)

Gorham and Stanley Railroad (Scott Baroody)

Tiger Valley Railroad (Guilford Mack)

Oil Creek Rail Road Company (Richard Senges)

Denver and Rio Grande Western (Dave Thompson)

Other activities TBA.

List of area restaurants for lunch, maps to layout tours, and other information will be handed out at the meet.

For more information contact: Ray Howard at superintendent@lsdnmra.org
Lakeshores Division web page: www.lsdnmra.org/