

Lake Shores Limited

Newsletter of the Lakeshores Division of the Niagara Frontier Region,
National Model Railroad Association, Inc.

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OCTOBER 2011

Layouts on Tour at the LSD Fall Meet – LV Day in Shortsville, NY – October 22, 2011



Upper Left – Ray Howard's SLOW RR.

Left – Jim Greco's Lehigh Valley RR.

Right – Guil Mack's Tiger Valley RR.

LSD Fall Meet Information

NMRA AP – Structures by Harold Russell, MMR

News from the Division Superintendent by Ray Howard



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News from the LSD "Super"

Leaves are turning all kinds of beautiful colors, and the weather will soon be chilly and cold. That means it's time to get back working on the railroad. Whatever Scale, Era, or kind of railroad you are creating, I hope you will have a great time "Playing with Trains".....

Did you know?

"The purposes of the National Model Railroad Association are, in part, to promote, stimulate, foster, and encourage by all manner and means the art and craft of model railroading; to preserve the history, science, and technology thereof; and to advance the global model railroading community through education, development of standards and recommended practices, advocacy, and social interaction. The corporation is organized for charitable, educational, literary, and scientific purposes consistent therewith included for such purposes."

I hope to see all of you at the Lakeshores Division Fall Meet on Saturday, October 22 at the Lehigh Valley Museum in Shortsville, NY. Detailed information about the meet can be found later in this issue.

Don't forget we will be having a Silent Auction during the morning session. Being auctioned off is an HO Laser Kit from LaserModeling3. The kit is the A. R. Gilmore Grain & Feeds Kit. The Auction will start at registration and will continue all morning. The winner will be announced before the close of the morning session. Payment can be cash or check. This kit is a beauty, so come prepared to bid!

If you can help during the morning session of the meet, please let me know ASAP. We always can use extra pairs of hands to make things go smoothly! As always, we want to present programs that are of interest to as many members as possible. Let me know what you want to learn, and what you are willing to show others!

See you on the 22nd !



**Lakeshores Division, NFR, NMRA
Fall Meet at the
Lehigh Valley Museum
Saturday, October 22, 2011**

Location: **Lehigh Valley Museum**
8 East High St.
Shortsville, NY



Schedule:

8:30 to 9:00	Registration, Meet and Greet, register Models for Contest
9:00 to 9:05	Welcoming remarks
9:05 to 9:50	Clinic: "Color Lehigh Valley" – Guy Wicksall
9:50 to 10:05	Break and Voting on Popular Choice Model Contest
10:05 to 10:45	Clinic: "Making Your Own Coal Loads" – <i>Ron Stacey</i>
10:45 to 11:00	Break
11:05 to 11:45	Clinic: "Operations on a Small layout" – <i>Ned Spiller, MMR</i>
11:45 to 12:00	Announcements and presentations
12:00 to 1:00	Lunch on your own

Afternoon:

Layout tours 1PM to 4PM - Maps and info at the meet:

Tiger Valley RR, Guilford Mack
 Lehigh Valley RR, Jim Greco
 Seneca Lake, Ontario, and Western RR, Ray Howard

Comments:

Cost: \$3.00 for NMRA Members, \$5.00 for Guests.

We will have a "Modelers Choice" Model Contest. Please bring a Model.

There will be a "Silent Auction" all morning of a donated Craftsman Laser Kit, A. R. Gilmore Grain and Feeds. This is an exceptional item and will go to the highest bidder.

Directions to the LSD NMRA 2011 Fall Meet.....

**Lehigh Valley Museum
8 High Street
Shortsville, NY**



From Rochester and the West:

Take NYS Thruway (Rt. 90) to Manchester exit (#43), then Rt. 21 South. In Shortsville, Turn Left on Water St. (at Mobil Station), Water St. becomes Sheldon St., then turn Right onto East High St. You will be at the LV Museum (Old NYC Freight Depot).

From the East (Auburn Area):

Take Rts. 5 & 20 West to Rt. 318 (Right). Turn Right on Rt. 414 and enter the Thruway (90 West). Take exit 43 (Manchester exit), then take Rt. 21 South. In Shortsville turn left onto Water St. (Mobile Station). Water St. becomes Sheldon St., then Right onto East High Street. You will be at the LV Museum (Old NYC Freight Depot).

From the South (Hammondsport area):

Take Rt. 54 North to Penn Yan, Left on 14A (Liberty St). Please Note! There is a detour around a bridge that is being repaired in Penn Yan... Follow detour signs to get back to Rt. 14A! Then turn left on Rt. 364. Stay on 364 to Rushville, NY. From Rushville take 247 to Rt.s 5 & 20. Turn left on 5 & 20, then Right onto Co. Rd. 10. Turn Left on Co. Rd. 4 (Ontario St. Extension) and then right on Co. Rd. 22 (Hanna Rd.) just over the bridge (about 100 yards). Turn Right on Rt. 21 North and when you reach Shortsville turn Right on Booth St. then Left on Pioneer Rd. Destination is straight ahead.

All these directions are quickest/shortest routes according to Google. We encourage you to check out the best route from where you live on your own!

See you at the meet!

The NMRA's Achievement Program Master Builder - Structures

by Harold Russell, MMR

The following is a synopsis of information found on the NMRA's web site with my comments added. The requirements for the Master Builder - Structures Achievement Award are easy to attain once you examine them in detail. Also, you will learn how your structures are judged.

What are considered structures? Answer - anything on the layout that is man made and is not covered by any of the other achievement categories. For example - besides the obvious buildings, ships, cranes, bridges, docks, culverts, fences, signs, walls, utility poles, crossing gates and crossing shanties. These do not have to be on your layout. They can be separately displayed or installed on another layout. If a model is to be judged for a Merit Award, it is to your advantage to have it relatively large and complex.

Minimum Model Requirements

Construct twelve 'structures':

- a. Six different types must be represented. You should demonstrate your ability to build a variety of structures.
- b. At least one of the twelve models must be a bridge or trestle.
- c. Six of the models must be scratch built and the remaining six must be super detailed with scratch built or commercial parts.
- d. Six of the twelve models must achieve a score greater than 87 1/2 points in AP Merit Award judging.

The five categories that are considered by the judges who view your work for a Merit Award are:

A. Construction: 0-40 points. The complexity of your model is judged along with the quality of your workmanship. The amount of effort expended on a model and your success in fitting multiple parts is considered.

B. Detail: 0-20 points. The amount and complexity of the model's detail is considered not its quality. Working doors versus fixed as an example will merit additional points. Separate boards construction is better than scribed siding.

C. Conformity. 0-25 points. The model should be logically constructed according to prototype practice. Are the dimensions of the various members and the attachment of parts logical? To achieve the maximum score you should support your work with plans, and/or photographs of the prototype. Without this documentation a maximum of 15 points is recommended.

D. Finish and Lettering. 0-25 points. The quality of your model's finish will be judged along with its complexity. To score highly, your paint finish should be free of brush marks and runs and be neatly done. If several colors are used, they should be cleanly separate. There is no requirement that a model be weathered but if it is, it should be well done. Only the quality of the weathering will be judged here. If possible, have some lettering on your model. Perhaps a sign will work but be careful of conformity here. If decals are used, make sure there is no shine or that the decal's edges are evident.

E. Scratch Built 0-15 points. The degree in which your construction has been done from scratch is considered. There is little difference between scratch building with your purchased materials and building a craftsman type kit. In one case you visited your hobby shop and bought the materials and supplied your own plans and in the other, the kit manufacturer furnished both for you. Certainly if you drew your own plans from measuring the prototype, let the judges know as this will be a plus for you.

Finally some thoughts --

Bridges. Do not let this requirement intimidate you. You do not have to build a fancy railroad truss bridge or an exposed floor through girder design. Nor does 'bridge' limit you to railroad use. It can be as simple as a wooden highway bridge. A large culvert might qualify but a 'plank over a stream' bridge model will not be acceptable.

Super Detailing. There are many things you can do to super detail a model. Consider adding interior details that are easily seen, gutters and downspouts, bolt heads, nail impressions, roof vents, door knobs, signs, ladders, flower boxes, window shades and curtains, electric meters, etc.

Kits. A plastic kit that you quickly and easily assemble without doing any additional work will not qualify.

Scratch Built. The following are excluded from the scratch built category. Working electrical components, paint, decals, dry transfer lettering, figures, and basic wood, metal and plastic shapes.

The Application Process

Your work must be judged and receive its required merit awards. Contact me at haroldrussell@uno.com or 585-427-9159 in order to do this.

Your application should include the following:

1. Signed Merit Award Judging Forms showing an award of at least 87 1/2 points for each model.
2. Completed Statement of Qualifications Form These forms can be obtained from NMRA's web site or I can mail them to you.
- 3 Overall photographs of your work and a written description describing each model. The photograph(s) should show the total of what was judged. Additional photographs should be used to show the intimate details of your work. Each photograph should have a description of what it shows attached. The photos do not have to be professional quality.
4. A description of the materials and methods used. Just simple statements are necessary. Length can work against you.
5. Send items 1 through 4 above to me for processing through the regional and national officials. This can be done electronically or my mail. Contact me for the address to use.

Good Luck. Go for it - and remember I am here to assist you.

Lehigh Valley Railroad - The Black Diamond Train

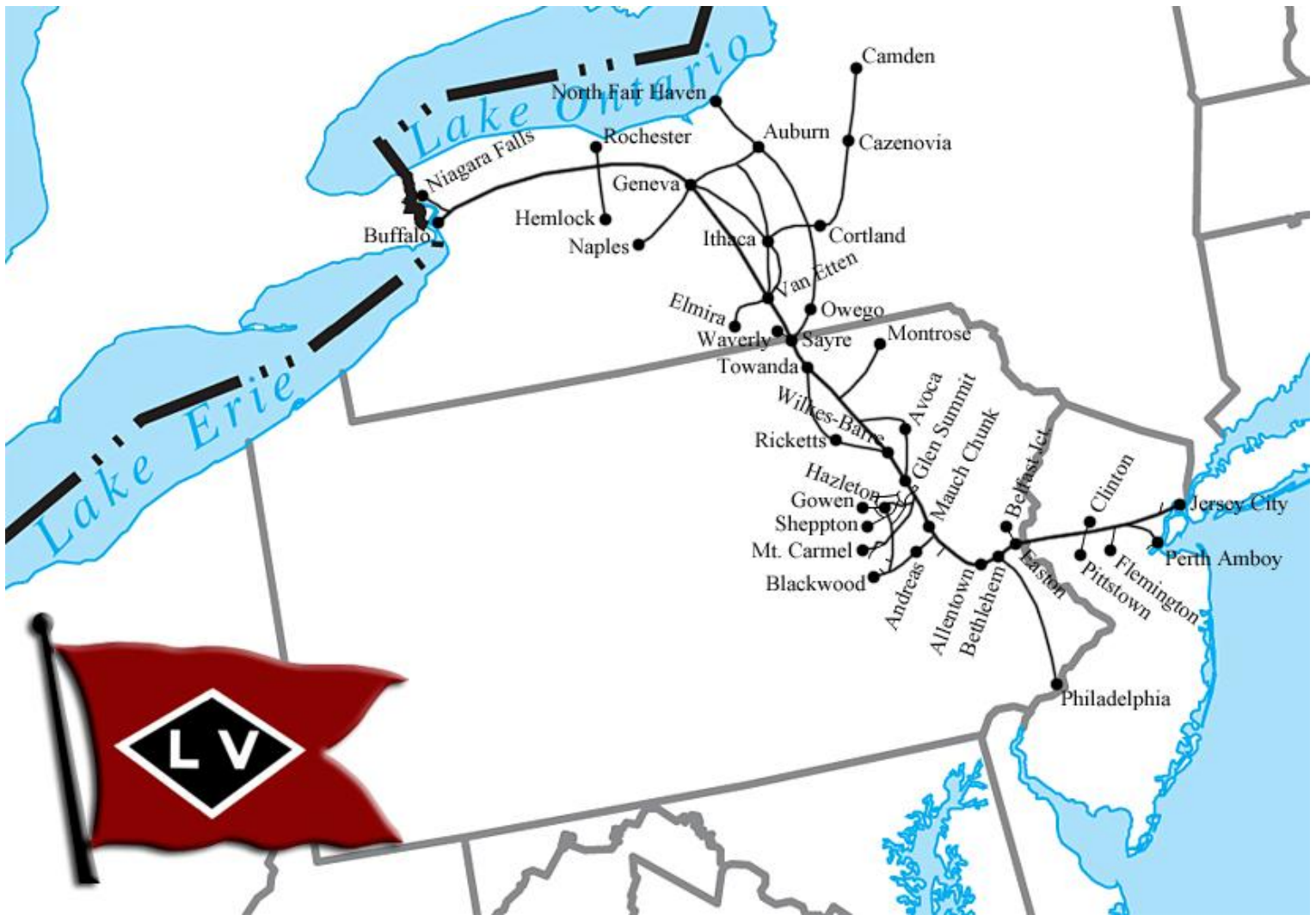
The *Black Diamond* was the flagship passenger train of the Lehigh Valley Railroad. It ran from New York to Buffalo from 1896 until 1959, when the Lehigh Valley's passenger service was reduced to four mainline trains.

Service between New York and Buffalo began on 18 May 1896 though it originally had to use the Pennsylvania Railroad's Exchange Place station as an eastern terminus because the Lehigh Valley did not have a route into New York. In 1913, the train was forced by the PRR to vacate the station, and so the eastern terminus was changed to the Central Railroad of New Jersey's terminal in Jersey City. That lasted only five years, as the United States Railroad Administration decided in 1918 to re-route all Lehigh Valley trains into Penn Station to centralize traffic.

The *Black Diamond* competed with services offered by the Delaware, Lackawanna and Western Railroad and the New York Central Railroad; although slower than either of these, its level of service won it the nicknames "the Handsomest Train in the World" and "the Honeymoon Express." In 1940 the train was provided with the line's first set of lightweight streamlined coaches, designed by Otto Kuhler, who also designed streamlined shroudings for the existing 4-6-2 Pacific locomotives that hauled the train. Later, the Pacific engine was replaced by Alco's PA-1, which was painted Cornell red with black playing a secondary role. The black was used in a role similar to the "cat whiskers" that appeared on the PRR's GG-1's.

The train's last run was on 12 May 1959, due to widespread cuts to all Lehigh Valley passenger service. All passenger service ended on February 3, 1961.

The train was named for the railroad's major cargo, anthracite coal, which was known as "the black diamond" because of its exceptional hardness and high value. As a result, the railroad used "The Route of the Black Diamond" as its slogan.



The Lehigh Valley Railroad

Future 2011 Lakeshores Division Events

Fall Meet – LV Day – Shortsville, NY

October 22, 2011

If any member would like to help out at either of these events,
please contact Ray Howard at: rhoward1@rochester.rr.com