

Rochester Model Rails

Dedicated to Quality Model Railroading

VOL. 7, NO. 53

ROCHESTER, NY

JANUARY/FEBRUARY 2008



Matt Kovacic's HO scale Oregon View model railroad, Fairport, NY. Image by Matt Kovacic.

Rebuilding the Danby, Ludlow and Springfield Railroad by Ned Spiller, MMR

A Trip Down Nostalgia Lane by Fred Cupp

Hassle-free Small Parts Organizer by Dick Roth

Building a Large HO Scale Sawmill – The Slab Bin by Richard Senges

Doctor Dick – More on Mounting Prints on Foamboard

Rebuilding the Danby, Ludlow and Springfield Railroad

by Ned Spiller, MMR

In 2005, I wrote a series of articles for Rochester Model Rails (8/05, 10/05, 11/05) about how I designed my Danby Ludlow and Springfield Railroad to be “transportable” when I built it while living in Atlanta, GA. I told about crating it up and taking it with me when I moved to Dallas, TX. I ended the article by saying that, now that I was retired, my wife and I were thinking of moving, and if we did, I would crate up the DL&S again and take it with me. Well, we did ... and I did.

In November of 2006, we moved from the Dallas, TX, area to Hammondsport, NY, on Keuka Lake about 75 miles south of Rochester, NY. The layout was crated up and made the trip with us. I thought I'd give the RMR readers a progress report. No, the trains aren't running, in fact the layout is still in its crates, although they are now out in the shed. But the future train room is no longer a garage, it is a room. There's still work to be done before it is ready for the layout, but I am finally making progress.

Our house here in Hammondsport, NY, has a two-story garage. The upper one, in the front of the house, is where we park the cars. The lower one, in the back of the house, was used for the lawn mower, a coal bin, and lots of other stuff including, until recently, the DL&S in its crates.

In our first year here, we did a lot of work on the house. The major project was to install a propane furnace, air conditioning system, and all the associated ductwork. This house had electric heat, which doesn't make much sense up here in the North. The previous owner had put in a coal stove, but I didn't retire so I could become a fireman. In order to add the furnace and some water treatment equipment (we have a well), we had to rearrange one end of the finished basement. So my big spring project was redoing a lot of wiring and plumbing and rebuilding that end of the basement. We're pleased with the results, and we've enjoyed the heat last spring and even used the AC some last summer.

With summer came visits from the grandkids, mowing two acres of lawn, and other outdoor activities, so nothing more got done on the house.

When September came around, I was able to get back to work on the trains. I'm converting the lower garage (about 19' x 23') to my train room. We had a door cut from the finished basement into the lower garage last winter. I moved the train crates and everything else out to the shed. One of the big issues with the lower garage is that the floor wasn't level. Where you would drive in, the floor was depressed about four inches. That wouldn't do, so I had a contractor help me bring in a load of concrete to level the floor. We removed the 12' garage door and added two windows. I have since replaced the 36" door with one that actually seals well.

I redid all the wiring. There was an old fuse box in the garage, which I replaced with a breaker box. I wired for the lights using outlets. I plan to use shop lights above a suspended ceiling, and with the outlets I can arrange the lights over the layout. I'm also putting in lots of wall outlets (can't have too many).

I added 2 x 4 framing to the inside (below grade) walls and insulated the entire room – R30 in the ceiling, R19 in the exterior wall, and R13 in the below grade walls. When we installed the furnace, we ran ductwork into the train room. The room has been very comfortable, even on the coldest days. The sheet rock is up and painted.

My cousin, who has a sawmill, cut me some lumber so I have redone the outside of the house to match the existing exterior. I'll need to wait till spring to stain it, but when it's done it should look like it was always that way.

I've already purchased all the materials for the suspended ceiling. Home Depot gives a 10 percent discount to veterans around Memorial Day and Veterans Day, so I took advantage of that. I can install the ceiling now that the sheet rock is done.

So, what's left is to paint, hang the ceiling, lay carpet, and do the trim work.

I've already been thinking about how to expand the layout. I'm going to keep about one-quarter of the room for my workshop, so I'll have room to expand the original 10' x 20' DL&S. My current idea would let me add about 18' of length (by 30") to the layout, which would almost double the mainline run. I can also add a peninsula with a large industrial area, enough for a dedicated train to go switch. I also plan to doodle some ideas on what I could do with the space if I started from scratch. It would take a lot of improvements for me to do that, though.

That's about it for now. Got to get back to work. I'll keep you posted as progress continues on the new, expanded, DL&S.



The D L & S stored in their "coffins" awaiting resurrection to the new train room.



The coffins were moved to the newly constructed shed during the garage conversion process.



Here is what the garage looked like before the "Mess" was moved to the new shed in the back lawn. Hard to believe that this will be the new train room.



The new wallboard is up on the back of the new train room.

New wall and windows on the front side of the new train room.



The outside of the old garage was also re-done. Two new windows and a door added, plus a small shed in the corner. The siding was specially cut to match the old house siding.

A TRIP DOWN NOSTALGIA LANE

by Fred Cupp, with help by Cletus Waldman

Way back in 1933, the depression was causing problems all around the country. Many folks were losing their jobs, their savings and often were forced to take menial jobs to make ends meet. If you had a good job, you would not refuse to do anything nor refuse an order to do anything or go anywhere.

My dad had a good job as an electrician in the locomotive shop at Avis PA. When the shops closed he was done, unless he agreed to move to Albany, NY. Thus it was that in the summer of '33, he packed up his family, loading most of our possessions into and on a Blue, 1926 Essex, 2 door model, with wooden spoke wheels. Household goods were packed in the back seat, up level with the windows. My sister and I rode laying flat in the space between the load and the roof of the car.

Prior to departure for Albany, someone in the family recorded the scene on film. Somehow, the photo has survived and this year it showed up in an old album.

Here is the Cupp family, about to embark on the trip to Albany, NY.



(Yeah, that's me, at age 3, hanging onto the window in the back!)

OK, Turn off the nostalgia mist machine. What has this to do with modeling? Recently, a trip to the local hobby shop unearthed a Jordan Miniatures kit for a 1926 Essex! Since I don't do too well in very tiny parts, I turned to one Cletus Waldman, who excels in just that type of work. I handed him the model, E-mailed the above photo and waited for the results. Here, for your enjoyment is the result of his labors.



Obviously, Dad is looking at the pile of "stuff" and thinking, "That pile will never fit in the back seat. Maybe I'll have to leave the kids behind." Incidentally, my sister still has her doll baby that went along on the trip.

Now that I have the scene, I plan to place it one of the stations along the Adirondack Branch, as though Dad just came to the station to pick up the family, which arrived on the afternoon passenger train. I have a whole host of "little people" to find places for. In a swap deal, I did a rebuild and sound installation on an old Penn Line Pennsy H-9 Consolidation in return for a big batch of people, all hand painted by Cletus. You might want to take a tour of his layout, with a lot of fabulous scenery and dioramas, at: <http://DagusAndRockwood.com/> You may even spot a train or two if you can tear your eyes off the highly detailed dioramas.

-----O-----

OK, so I know that I have posted something, which is sort of off the thread of the Delaware & Hudson. However, I felt that you might all be challenged to dig in a little harder and learn to model the little details that can make our model railroads a page out of history, rather than just a test track for locomotives and cars.

Thanks for your time, this time, until next time,

Fred

Hassle-free Small Parts Organizer

by Richard Roth

For years I have struggled with small parts. I tried baby food jars, pill bottles, fishing tackle cases, reclosable plastic bags, and more; but I was never really satisfied with any of them; they were too bulky, it was difficult to identify what was inside, parts slipped over or under partitions, and the litany goes on and on. The one that I liked the best was the reclosable bags, but then the question became, "How do you organize them"?

A year or so ago, I was at a client's plant in Marion, OH when the answer came to me, reclosable plastic bags, Velcro, cardstock and loose-leaf binders. They used it for tracking documents for each production job. Now, I have my parts readily at hand, separated from other parts, and easily identified and found.

Start out by obtaining some recloseable bags. 2-mil thick plastic film will suffice for most items. I strongly suggest a variety of sized from maybe 1 or 1½ inches wide by maybe 2" deep to 3" or 4" wide by maybe 6" deep. Some businesses that pander toward small businesses may be willing to sell bags in small quantities, if not you might want to pool your resources with some friends to buy slightly larger quantities at a packaging supplier. I checked some prices in late November and found that typical prices ranged from about \$6.75 for 1½" x 2" bags to 3" x 6" bags at about \$21.50. All prices are for 1,000 bag cases.

The next item necessary is a supply of 22 to 26 lbs. cardstock. You could even use chipboard or other types of "cardboard", but I suggest the above because they can be fed through most printers to easily customize them. Most office supply stores have the stock in packs of 500 sheets. While there, buy one or more heavy-duty binders. I suggest the ones with "D"-rings. They work a bit better for me over the "C" or "oval" rings.

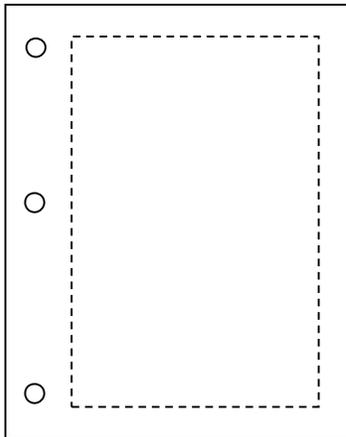
The last item that is necessary is a supply of Velcro. My client used the round Velcro 1" dots. I tried them, but decided I liked using the strip Velcro better because I can cut the strip to the length needed to best accommodate the items contained in the bag. Heavier bags might merit longer strips.

Now it's time to begin the actual construction of the organizer. Decide on the layout for the first page. There's probably as many layout schemes as there are people making an organizer, so don't get too up tight about how best to do it. When I first started my organizer, it was laid out in 4 sections, one each for couplers, detailing parts, track laying details, and decals. The size of the parts determine the size of the bags needed.

The first couple pages of my organizer have all the assembled couplers. Behind those are the various components that are used with and in the couples such as springs, pockets, boxes, covers and the like.

Begin by laying out the master page layout. Since the pages I use are 8½” x 11” (normal sized pages for a computer printer), it makes things a bit easier. Set the margins to a number that is consistent regardless of what is being stored on the page. I use only one side of each page to save hassles. I set the margins as follows: top and bottom ½”, left 1¼” and right ½”. The wider left margin allows space for holes to be punched. (**One caution here, make sure you print the page and punch it before attaching the Velcro.**) Your page should look something like this:

Diag. A



The area inside the dotted lines on **Diag. A** is the working area of the organizer page. It is within this area that the bags will be attached. One size bag that I found worked for some of the larger items and for smaller items in larger quantity are the snack bags available from Wally-world and other fine discount stores. The snack bags will fit 3 to a page, three high.

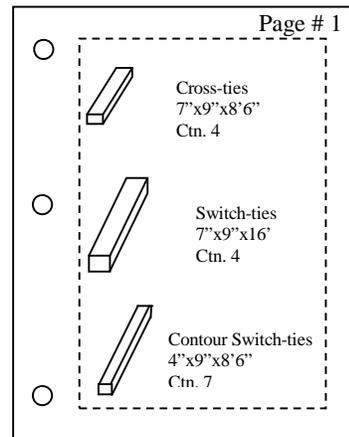
Several people to whom I have suggested the organizer use a marking pen to indicate the contents of the bags on the page. I like to be much more creative, so not only do I show the location and contents of the bags on the page, but

I also include a drawing or picture of the item as well. This helps find the home location of the bag and also see what the parts inside actually look like when they’re small.

Diag. B shows the artwork on a typical page of my organizer. This page contains ties, cross ties, switch ties, contour switch ties I use at various locations around the layout.

I try to provide myself with sufficient information that will make me look organized when others are here helping whether it’s running trains or working on the layout. One of the things that I also record on the organizer page is the location where additional stock can be found if available. Just think how wise your friends will think you are when the bag is empty and more ties are needed and you point them to the shelves under the layout and say to them, “You should find more in Carton # 4 or Carton # 7. They might just come up with an all-together new opinion of your modeling skills.

Diag. B



I find that I can easily fit 3 of the snack bags 2 on a page. A similar page can hold 9 - 2” x 3½” bags. I attach all my bags with the Velcro at the top of the bag on the backside. To remain consistent, I attach the loop side of the Velcro (the softer or smoother of the two)

on the back of the bag. I do this because if laid on any debris on the workbench, the hook side of the Velcro will grab most of it and hang on while the loop side will not..

The only thing I put on the front of the bag is a small label with the page number to help return the bags to their proper locations when done with them.

Diag. C shows a page containing 9 smaller bags. Each bag contains the parts and on the face the number coinciding with the page number on which it belongs. Each space on the page also shows a picture or drawing of the parts contained. When I first started, I bagged paired parts together, i.e., coupler pockets and covers. For the last couple years I have changed my methods and now have only one type of part per bag. This allows me to see if any given component is running low or out. It saves hunting through a bag of 10 or 12 pockets while not finding any covers. (How many times have you dropped one and couldn't find it so the pairs were out of balance?)

I have included pictures of a couple pages to give you an idea how everything looks together. The only other thing I do is keep an updated index tucked into the front pocket of the binder. This index has two columns, one listing the items in alphabetic order and the other listing them into groups, i.e., couplers and coupler parts; track laying items; screws, nuts and bolts; detail parts; electronics; decals; and misc. The second takes a little more time to organize, but done in Excel, it is still a quick thing to do.

Recently, I broke two large binders up into three medium sized ones. One has nothing but couplers, coupler parts and springs of various descriptions. The second has the electronics that includes resistors, diodes, lamps and other similar items. The last one contains track laying items, detail parts and the decals.

Here is what the binders look like inside.

Diag. C



Diag. D

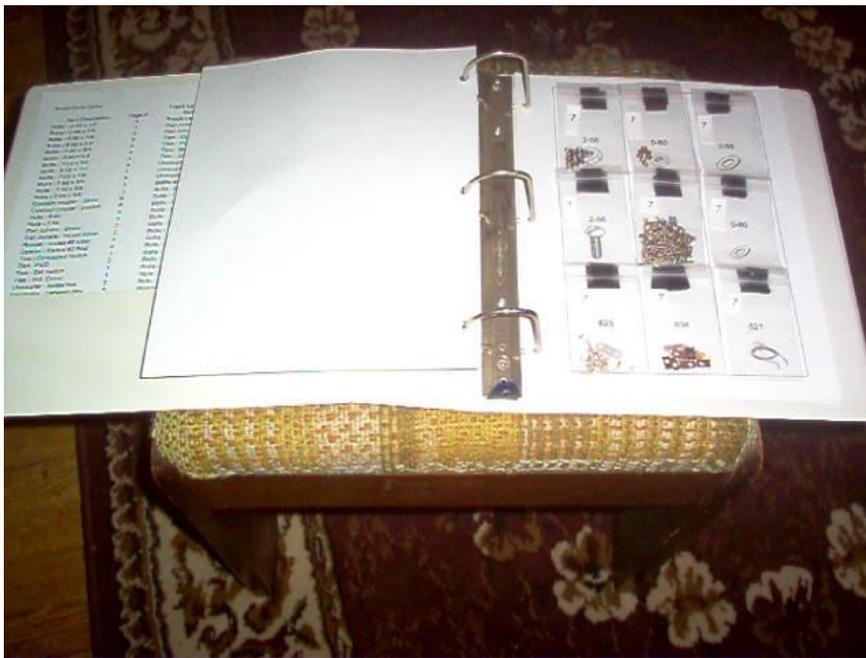


Diag. C is a photo of page one of the track-laying and details binder. It shows how the Velcro is applied to the top rear corners of the bags. You can also see the page number tag as it appears in the lower left corner of the bags.

Diag. D shows a page containing the bolts, nuts, washers, and springs. This one happens to be Page # 7. The small white tag on the upper left of these bags contains the # 7 to identify the page from which they come.

It is not necessary for the Velcro strips to run completely across the top of the bags. One word might be advisable at this point, when removing a bag from the binder to access the parts contained therein, pull both the bag and the Velcro strip from the Velcro on the page as the double faced tape on the Velcro can be accidentally displaced from the poly bag. Never fear even if it does happen, just press it back into place and it is ready to go again.

Diag. E



Finally, we have the photo in **Diag. E**. This shows one of the books with the same Page # 7 shown above. This photo also shows the index page tucked into the front pocket and the “D” rings that are used to hold in the pages.

I am not going to be so brash as to say this idea will solve all of your storage problems, but it does go a long way to helping me keep my small parts more orderly and in the case of some free from loss and damage. This done, it can make modeling more enjoyable.

Building a Large HO Scale Sawmill

Part 6 – The Slab Bin

by *Richard Senges*

In Part 5 of the Sawmill Series we discussed the construction of the Boat House. This issue we will review the Slab Bin – see *photo next page*.

Wanting to get away from building walls and floors, the next structure I built in *SierraWest's Twin Mills at Deer Creek* signature kit was the elevated slab bin.

Waste from the sawmill was, in the olden days, burned or used as fuel for the steam engine's boiler. The kit calls for an elevated slab bin where the cutoffs or slabs were conveyed via a slab bin conveyor up to the slab bin. The slabs could then be dispensed through a chute into to a rail car on a siding or used as fuel for the mill's boiler.

The slab bin was built board by board per the kit's Template Q with some small modifications. The horizontal siding is 4" x 8" lumber and the vertical braces 3" x 6". Legs are 8" x 8".

The wood was treated in the conventional way using a special tool (described in previous issues) to distress the wood. The wood pieces were stained per the kit's instructions. White glue was used to hold the pieces together.

The ladder in the image (next page) is a *Kappler* pre-assembled wood ladder modified slightly so that the rungs are shorter in length. These wood ladders are great looking and save a lot of time in ladder construction. The chute's design was changed slightly to make it look more realistic.

The image on the next page also includes a small outhouse. The outhouse is a laser cut kit (\$1.35) from *Model Expo* that used to sell model railroad items, but now specializes in boats and modeling tools. There is also a siding in front of the slab bin.

The figures and ground cover are from *Woodland Scenics*. Very old lichen (still very supple) from Dave Frary was used for the weeds. The backdrop in the photo is one that I painted many years ago with acrylic paints that is used for such images as this.

Later I will build the conveyor that transports the slabs to the slab bin.

Next issue, we will discuss the construction of the sawdust conveyor. This conveyor transported the sawdust from the sawmill to a pile where the sawdust was burned.

**Next
Issue**

**The
Sawdust
Conveyor**





The Slab Bin



Ask Doctor Dick (The Scenery Doctor)

OCRR@frontiernet.net

Last Issue

Joe wrote:

I am an amateur photographer interested in your method of mounting photo prints on foam board. Can you describe how to do this?

Here is a suggestion on improving the process and minimizing the warping of the foam board.

A thought for you, Richard.

Liked your photo-mounting article. But -- on the problem of warping.

I used to mount an old or scrap print on the backside of the board.

This way the moisture adsorption on each board surface is equal and no warping will occur.

Same applies to putting sanding sealer on basswood. Both sides no problem, one side and she warps.

Lincoln Pinn

Future Articles

Resin Casting

The Santa Fe CF - 7

Modeling Keuka Lake - Hammondsport

Siegel Street Revisited

Tortoise Installation Made Easy

Workbench Construction

NEXT ISSUE

Scenery for a Shelf Layout

**Building a Large
Sawmill/Mill Pond Complex
Part 7 - The Sawdust Conveyor**

Doctor Dick

**Matt Kovacic's
Wood Cutter Shack**

Rochester Model Rails

E MAGAZINE

NOTICE

All articles published in the *Rochester Model Rails* are strictly the opinions of the authors and do not necessarily represent the opinion of the *Rochester Model Rails* management. The authors solely take full responsibility for their opinions, comments, drawings and images.

All content in this website (www.oilcreekrailroad.com), including all html files, PDF files and digital image files are copyright 2007, Richard Senges. All rights reserved.

Editor and Publisher

Richard A. Senges

Web Master - TrainWeb Site

Ted Larson

Columnists

Leo Adamski

Gerald Brimacombe

Bill Carr

Fred Cupp

Jim Hutton

Betty James

Ray Howard

George Irwin

Steve Levine

Jack Matsik

Dave Mitchell

Lou Nost

Gary Patterson

Richard Roth

Harold W. Russell, MMR

Frank T. Smith

Gordon Spalzy

Ned Spiller, MMR

David L. Thompson

Otto Vondrak

Norm Wright

Authors: Articles, digital images,
and plans are welcome.

Mailing Address

1231 Wellington Drive
Victor, NY 14564



www.railroadmuseum.net