

Rochester Model Rails

Dedicated to Quality Model Railroading

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The On30 freelance 1930s logging and mining model railroad of Red Whitman. Photo by Sam Pennise.

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NMRA LSD Fall 2008 Meet

Part I - Red Whitman's On30 Model Railroad

by Sam Pennise

How does a person relatively new to model railroading get started? Well, many books, websites and hobby stores are out there to provide information on just about any aspect of modeling. However, there is nothing like the sights and sounds of a working (or work in progress) layout to truly encourage and inform someone who wants to have fun and enjoyment in this great hobby. I have learned this first hand from people like Dick Senges, Gary Patterson, Dave Thompson, Ed Seus, Ned Spiller, Steve Levine to name just a few.

So, though the comprehensive calendar on Dick Senges' Oil Creek Railroad website (www.OilCreekRailroad.com) I learned of the Lakeshores Division Meet of the National Model Railroad Association (www.nrma.org) on Saturday, October 18th, 2008. The day consisted of morning clinics and afternoon layout tours. Being unable to get to the clinics in the morning to obtain the map of the various layout locations I thought I was out of luck; until an email to Mike Roque, Division Superintendent proved just how helpful people in model railroading can be. After a quick application to join the NRMA, Mike took the time and effort to send me a map (to be given out during the morning clinics) of the location of the 5 layouts open for viewing in the afternoon. Thanks again, Mike.

With many of the layouts in excess of a 2 hour drive, I had to make a decision as to what to see. After some investigation and thought, Red Whitman's 1930 On30 Freelance Logging (below left) and Mike Pyszczek's 1950 HO Genesee Northern (below right) were my choices. I certainly was not disappointed.

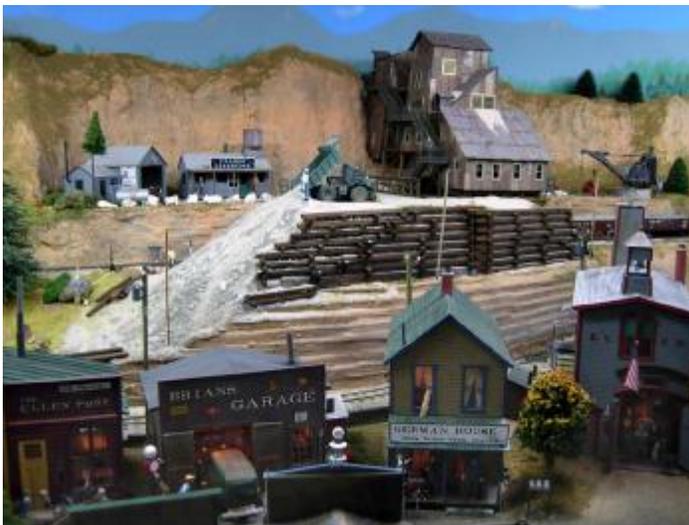
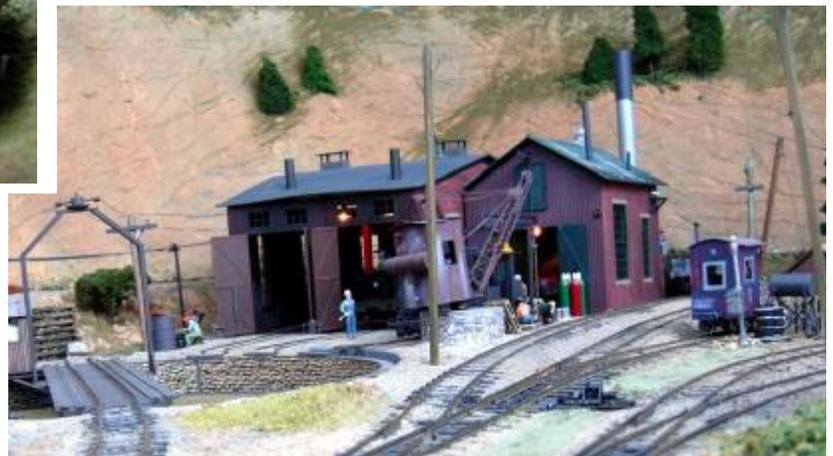
Photos by Sam Pennise.



Red Whitman's Logging and Mining On30 Model Railroad

Photos by Sam Pennise

Red Whitman's freelance 1930s logging & mining layout in On30 was my first stop and I knew I was immediately in trouble. As my exposure to modeling has grown I seem to be gravitating toward steam and logging. My only question has been what scale and gauge? Red has helped solidify my decision to go with O scale, but do it in narrow gauge. He has done a wonderful job of producing a lot of action and detail in a somewhat limited space.



The enclosed pictures certainly do not do justice to all his hard work, but we are looking at a totally scratch built layout with multiple trains serving scenes of a logging mill, coal mining operation and a rail yard all integrated with scale buildings and operational accessories. Next Issue – Part II - Mike Pyszczek's HO scale Genesee Northern.

Shepaug Valley Railroad Tunnel, Washington, CT

by Jim Hutton

There was an article in the *Hartford Courant* last February about an abandoned railroad tunnel in Connecticut's Litchfield Hills. Known as the Shepaug Tunnel it is located in what is now the Steep Rock Reservation nature reserve near Washington, Connecticut.

One Sunday in late May 2008 my wife, Ann, and I drove over to Washington and located the tunnel. Driving south of Washington on Route 47 we turned right onto Route 199 and then right onto Spring Hill Road. At the end of Spring Hill Road we turned left onto Tunnel Road which runs along the Shepaug River. The old railroad right-of-way, which is now a hiking trail, crosses Tunnel Road about one-half mile south of Spring Hill Road. We parked our car there and walked the one-half mile to the tunnel. Although the tunnel is fairly short it is totally dark as you enter it, since it curves slightly from one end to the other. However, you only have to walk a short ways into the tunnel before you begin seeing the light coming from the other end. Due to its age the interior of the tunnel unlined. It is rough rock, just as it was left after construction.



A few weeks after our visit Ann found a book, *Country Depots in the Connecticut Hills*, in a used bookstore that had a section on the railroad with the tunnel. Originally, it was the Shepaug Valley Railroad, chartered in 1866. It ran about 32 miles from Litchfield to Hawleyville, Connecticut. Construction began in 1870 and the railroad was completed in January 1872. The route followed the Bantam and Shepaug Rivers, requiring several bridges. One of those bridges was across the Shepaug River about one-half mile north of the tunnel. We located some of the remains of it when we were there in May.

According to the book, “Another major task was the blasting of the 235-foot-long curved tunnel through rugged rock at Washington.” The railroad had financial difficulties almost from its beginning. In 1873 it was reorganized as the Shepaug Railroad and in 1887 as the Shepaug, Litchfield & Northern. It was merged into the New York, New Haven & Hartford system in 1898, where it remained until its closure in 1948.

Photos by Jim Hutton.



Building a Large 1:87 Scale Sawmill I

Part 11 – The Edger

by *Richard Senges*

In Part 10 of the Sawmill Series we discussed the construction of the Log Brow. This issue we will review the Edger - see the model photo below.

The Edger was built per the instructions in the *Keystone Locomotive Works* kit. *KLW* is located in Pulteney, NY, near Keuka Lake and makes many HO scale metal kits for modeling logging. The large sawmill complex I am building will contain 17 of these *KLW* kits (to supplement the *SierraWest* sawmill kit) including 2 edgers, 10 live rolls, 1 band saw, 2 lumber transfer tables, 1 trimmer, and 1 slasher. Images of these finished models can be viewed on my website: www.OilCreekRailroad.com

The metal roller shafts were cut to the proper size using a # 11 blade. The metal parts were cleaned with a # 11 blade, files and fine sand paper. I then wire brushed using a brass brush inserted in a battery powered mini *Dremel* tool on the low torque slow speed.

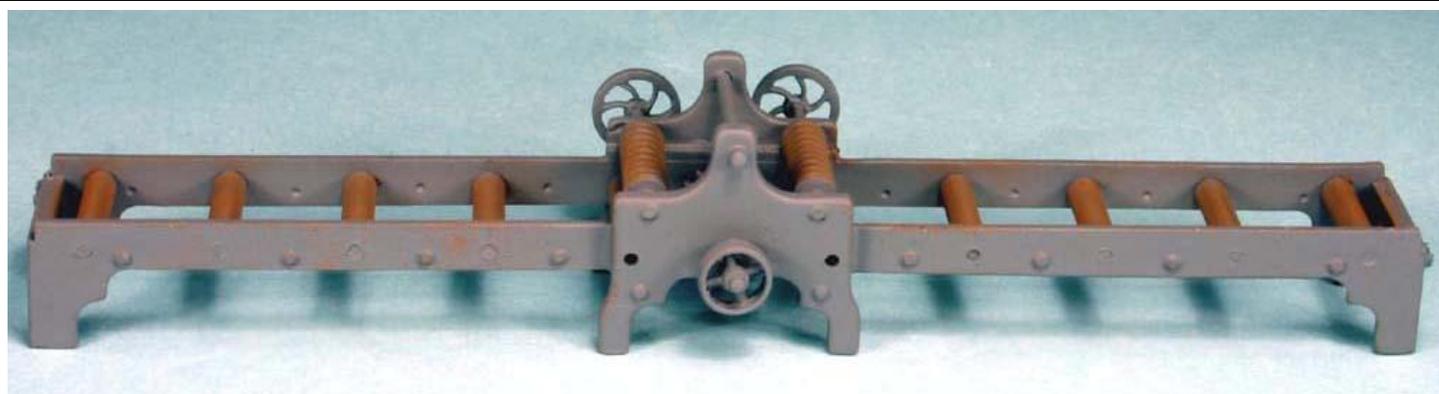
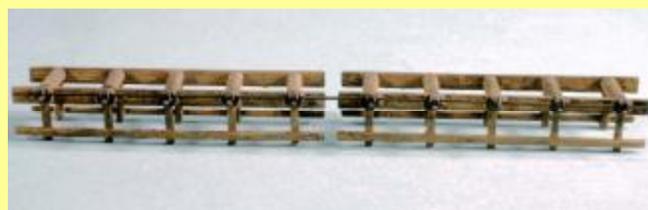
The parts were cleaned with lacquer thinner and dried. Then they were spray painted with gray paint (to simulate painted metal) using a spray can in my paint booth.

The metal parts were glued together using white glue which, in this case, works fine since there are 28 pins which are inserted into 28 holes.

The rollers were powdered using weathering powders to simulate wood rollers. The surface of the pulleys was burnished using a #2 pencil.

The belt was made using the special belt paper supplied in the main kit from *SierraWest* and stained with a *Dio-Sol* and a brown paint mixture.

Next Issue – The Live Rolls



Speeder Parade – Victor, NY



August 17, 2008, 38 speeders rode through Victor, NY. The speeders started from Geneva, NY, motored to Victor, Rt. 251, turned around, and rode back. The view was spectacular even though the spectators were in limited numbers.



The Model RR Post Office

Number 22 in the Series

by Norm Wright

6/1/2008 1.35zt 'International Day of Children' – one of two stamps from Poland which depicts a wooden toy steam locomotive.



Potential Future Articles

Sawmill Construction

Resin Casting

The Santa Fe CF - 7

Modeling Keuka Lake - Hammondsport

Siegel Street Revisited

Tortoise Installation Made Easy

Workbench Construction

NEXT ISSUE

Part II – NMRA LSD Fall Meet

**Building a Large
Sawmill/Mill Pond Complex
Part 12 – Live Rolls**

Update – Ned Spiller’s DL & S RR

Model Railroad Post Office

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