

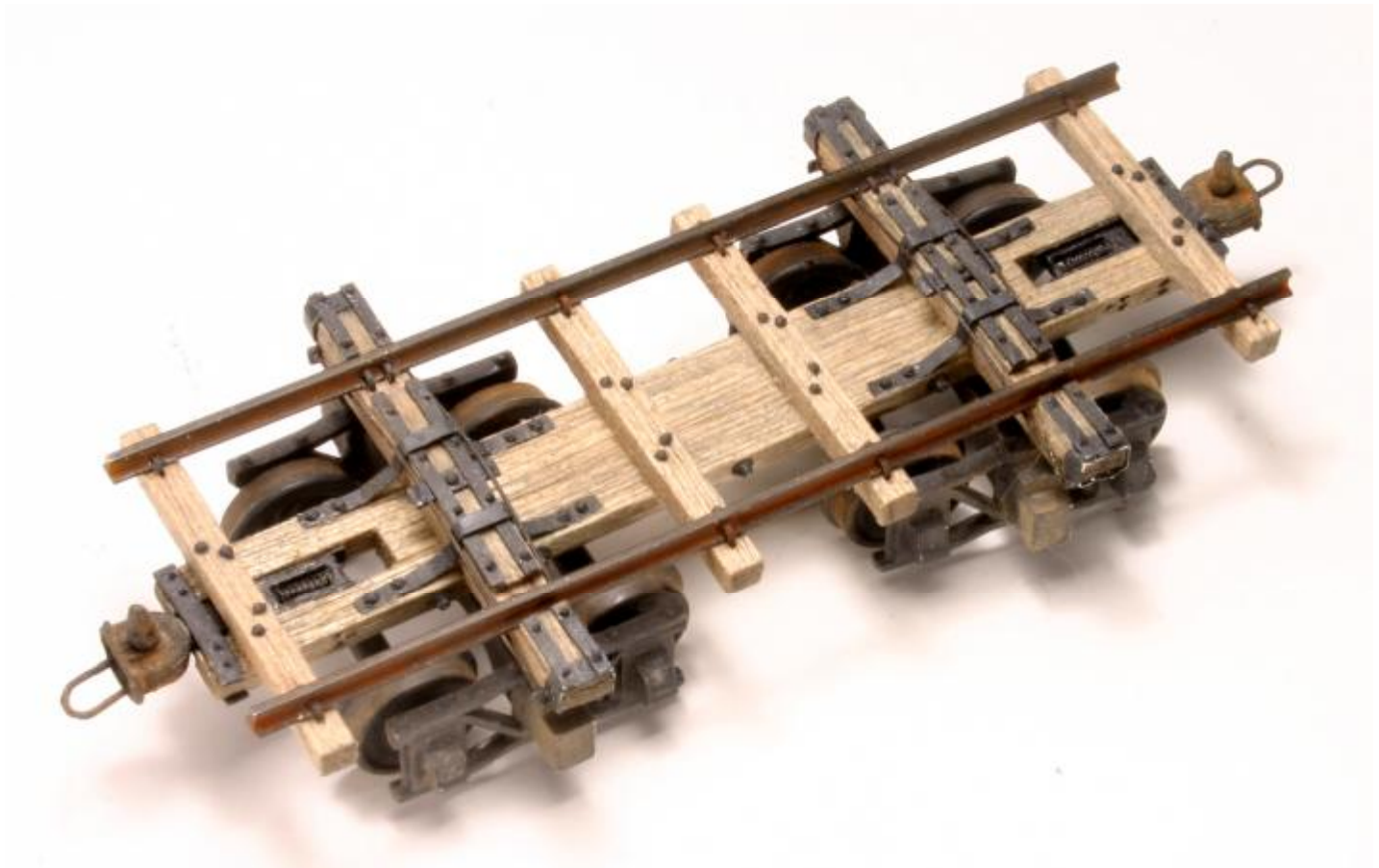
# *Rochester Model Rails*

*Dedicated to Quality Model Railroading*

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Log Car # 7, part of a series of scratch built rail cars built for the NMRA Achievement Program, Master Builder – Cars by Richard Senges, MMR of Victor, NY, for his HO scale logging model railroad.

**THE CHALLENGE**    *by Richard Senges, MMR*

**Model Railroad Post Office**    *by Florence Wright*

**Building a 1:87 Scale Sawmill - Part 33 – Log Car # 7**    *by Richard Senges, MMR*

# THE CHALLENGE

by Richard Senges, MMR # 483

Now that the Master Model Railroader (MMR) plaque is hanging on the wall and I am thinking about an autobiographical summary, thought it might be interesting to describe the events (1982 – 2012) leading up to the MMR award.

Most folks talk about how they played with trains as a child and how they met interesting and helpful folks along the way. Instead, the following will describe some of the challenges faced during the thirty year journey and some advice to potential seekers of the NMRA's MMR.

**Timing:** Don't expect to get your MMR in less than three years as has been previously reported. The printing of an AP certificate takes 4- 6 weeks and if one goes through Canada, the Canadian mail system, and Customs, it slows the process down and adds more time. This does not count the 2 - 3 months of Division, Regional and National review time. Also, allow time for lost mail. Expect the administrative process to take four months for each of the seven AP certificates plus the time it took you to do the modeling and service work.

**Requirements:** Read the NMRA AP requirements very carefully. But don't take them too literally. The NMRA says that photos are not required, but on most of my APs, photos were required. On my Civil AP, 20 photos were sent to the Region over a 2.5 month period.

**Definitions:** Make sure you know exactly what is meant by "Scratchbuilt", "Superdetailed" and "Merit". More importantly, what does your Division and Regional AP Managers believe these to mean. This is what will count.

**Paperwork:** Fill out the paperwork exactly as requested – no more and no less. Do not construct your own forms even if the NMRA AP form does not fit the AP specific application.

**Proof:** Be prepared to prove everything you claim. This includes producing hard copies of NMRA Merit Certificates, NMRA Home Layout Tours, NMRA Clinics, etc. Photos will be required too. I was asked to produce a NMRA Program of 30 years ago showing my clinic on the Program. Luckily I had saved virtually all hard copy in my files since 1982 and was able to produce the required documents. Advice: keep all hard copy documents from the beginning of your modeling/service and take photos.

**NMRA Sponsored:** Do not expect the NMRA to count non-NMRA sponsored events, magazines, volunteer time, etc. The NMRA AP may not count: non-NMRA sponsored clinics such as clinics given at CARM in Canada, non-NMRA sponsored magazines, and non-NMRA sponsored volunteer time at railroad museums. Also, make sure you are a NMRA member – a requirement. Here again, read the most current rules and stick to them!

**Conclusion:** Seeking MMR status is not for everyone. Actually, only about 2% of NMRA members achieve this status. And if there are 200,000 RR modelers out there, MMRs are only 2/10th of one per cent.

It is a lot of hard work: the modeling work, the service time, and the administrative paper processing. But it does in fact drive one into areas one would not normally go, and along the way, modeling skills are improved and service given.

# Model Railroad Post Office

Number 29 in the Series

*From the files of Norman E. Wright*



Although perhaps not a “model” train, the 1971 Cuba 3 cent stamp, depicts a child’s drawing of a train – real or model. Children’s drawings are often pictured on postage stamps, worldwide, and they frequently have a train or locomotive in the picture.

# Building a Large 1:87 Scale Sawmill I

## Part 33 – Log Car # 7 – The Model

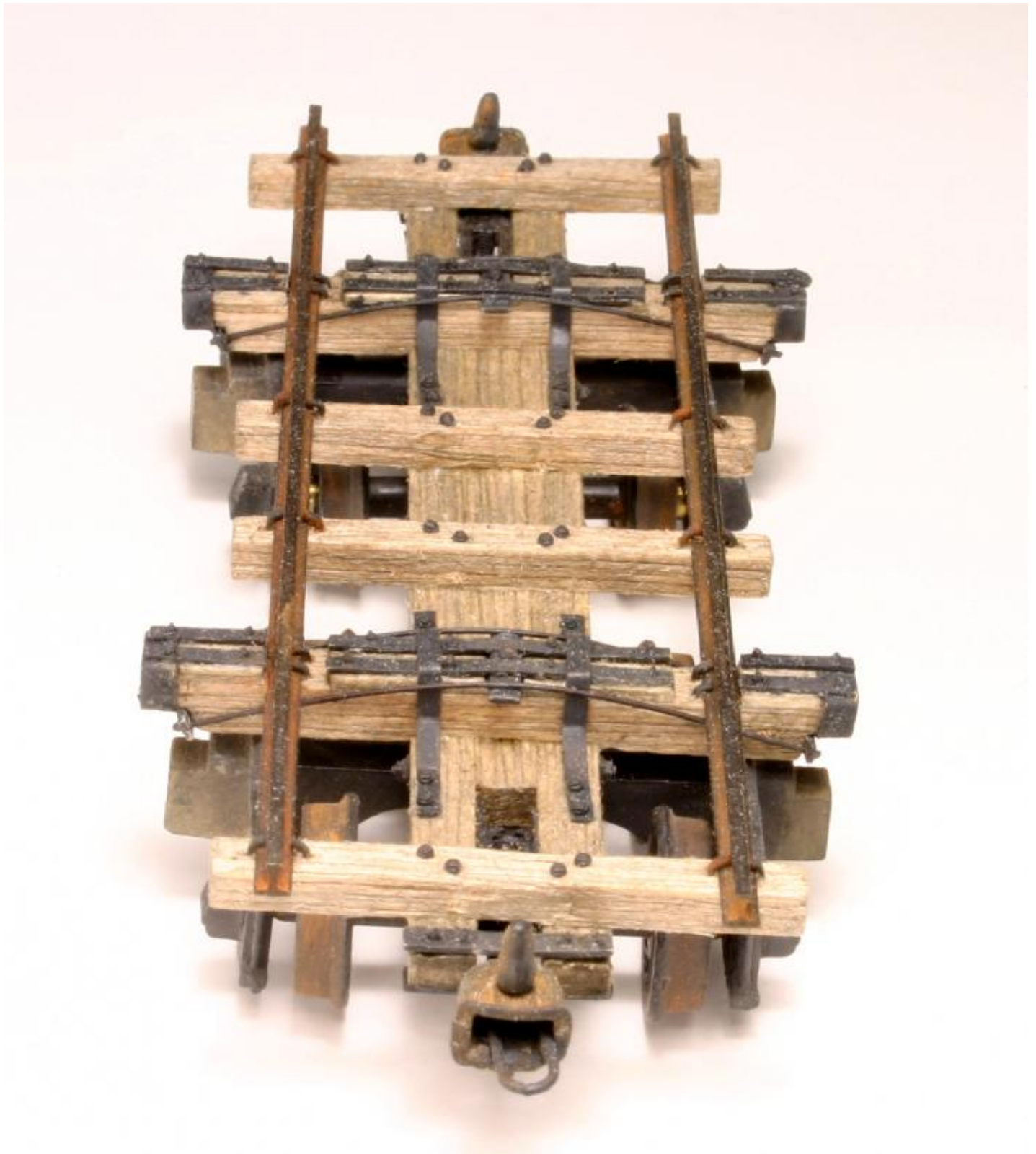
*Text and Photos by Richard Senges, MMR*

In Part 32 of the Sawmill Series we showed the drawings Log Car #7, a Pennsylvania Lumber Museum Log Car. This issue we will look at the model of Log Car # 7.

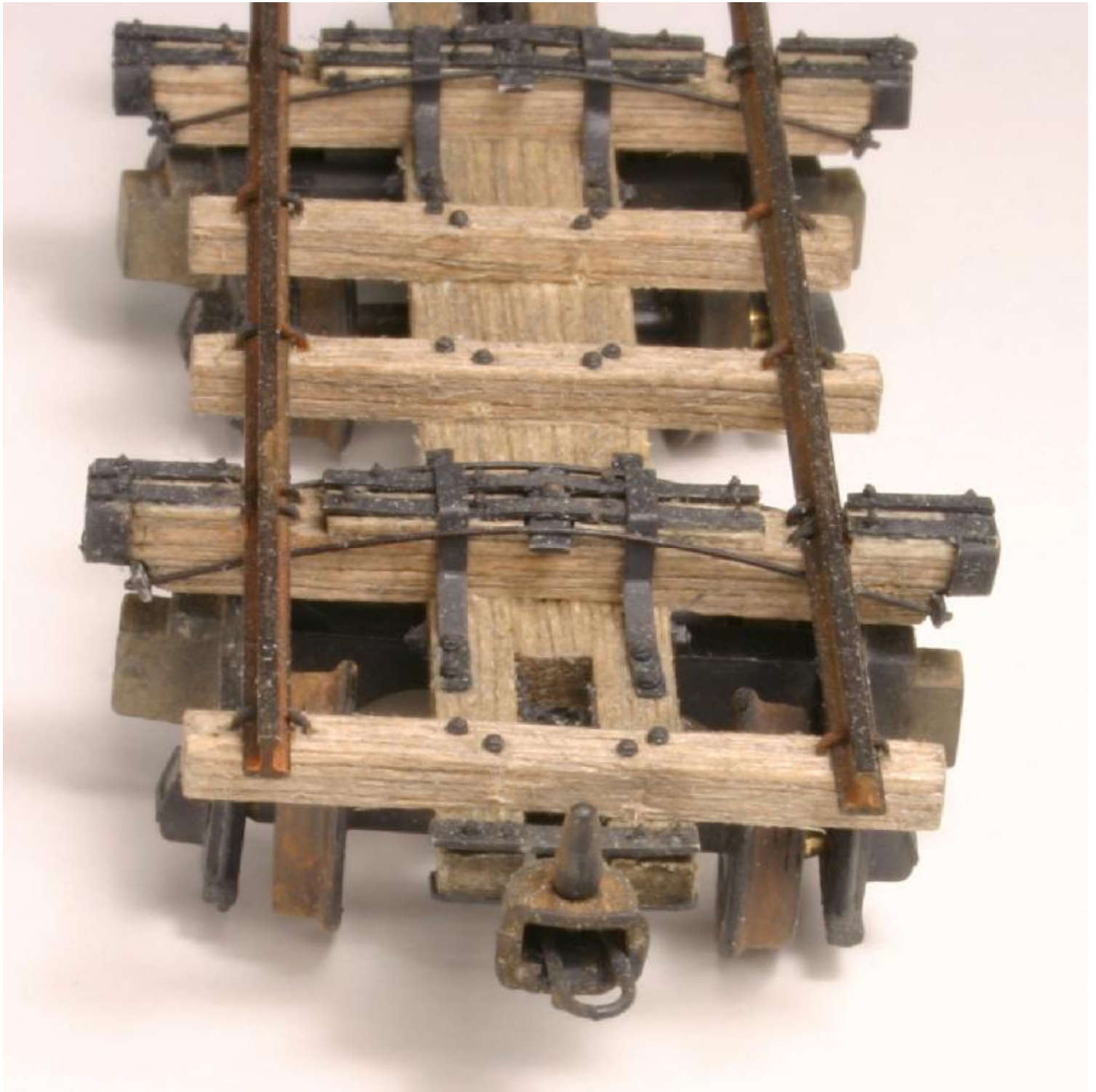
This article is in three parts: (1) Prototype images – issue # 78, (2) Drawings – issue # 79 and (3) the Model – issue # 80. Log Car # 7, the model, was judged by the National Model Railroad Association as part of the NMRA Achievement Program - Master Builder Cars - and was awarded a Merit Award in 2011.



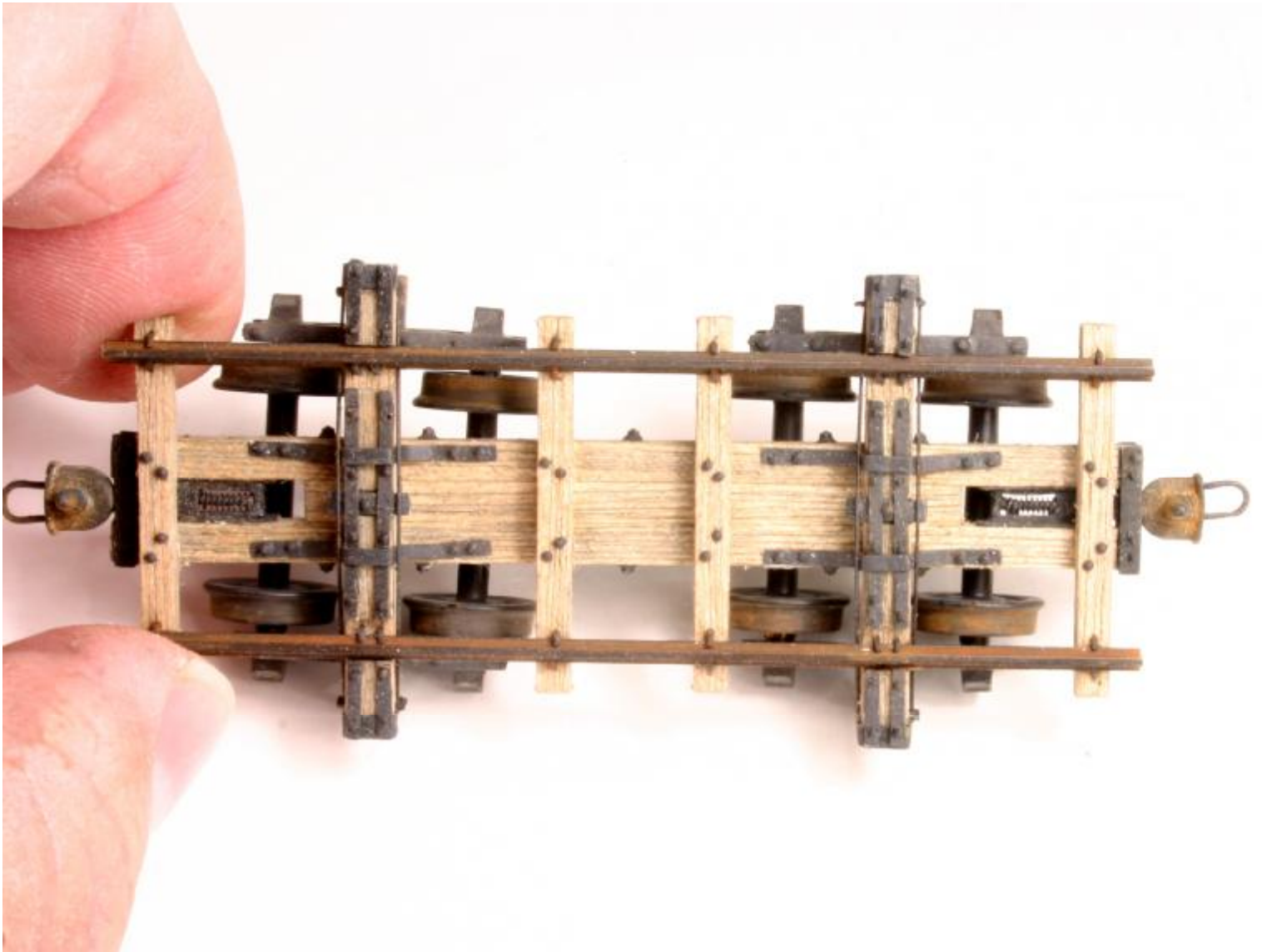
Side view of the scratch built Log Car # 7 built by Master Modeler Richard Senges of Victor, NY. This model won a NMRA Merit Award and was modeled after a Pennsylvania Lumber Museum actual log car. See previous issues of the *Rochester Model Rails* magazine for details and the Parts List on pages 9 and 10 of this issue.



**Top of Log Car # 7. Note the worn and weathered wood parts.**

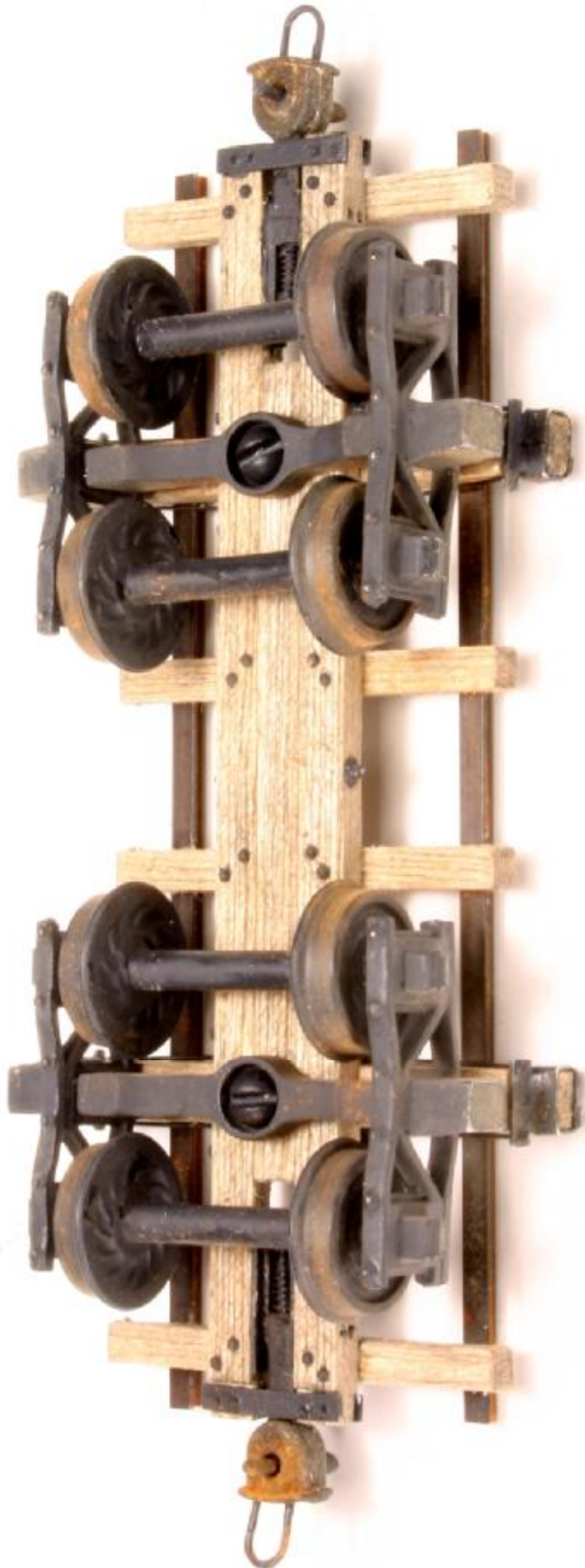


**A closer look at Log Car # 7, sawdust and all.**



**One can see the size of the 1:87 scale model of Log Car # 7 and how small the scratch built parts actually are compared to Richard's hand on the left.**

**Some of the scratch built black parts are styrene plastic and some are metal. Actual springs are installed in the coupler shank. The rail is code 70 *Micro Engineering* weathered rail. Brass rod was used to make the four main rods and the two coupler links. The wood is from *Mt. Albert Scale Lumber*. Trucks are from *Keystone Locomotive Works*.**



**Bottom of  
Log Car # 7  
showing the  
wood  
construction  
and the nut,  
bolt and  
washer detail.**

**Next Page ...**

**Log Car # 7**

**detailed**

***Parts List***



## Log Car # 7 – Parts List and Dimensions

Part	Quantity	Inches 1:87 Scale
Trucks - <i>KLW</i> Grasse River	2	-----
Drawbar	2	-----
Links & Pins	2	-----
Center Beam – wood – long	2	8”H x 10”W x 22’ L
Center Beam – wood – short	1	8”H x 10”W x 14’L
Main Bunk - over the trucks - Wood	2	10”H x 12”W x 10’L
Center Bunk - wood	2	8”H x 8”W x 8’ L
End Bunk – wood	2	8”H x 8”W x 8’L
Bunk Plate – long – wood	2	3”H x 12”W x 58”L
Bunk Plate – short – wood	4	3”H x 12”W x 19”L
Steel Strap – Long – styrene - Top main Bunk	4	3/8””T x 3”W x 58”L
Steel Strap – Short – styrene Top Main Bunk	8	3/8”T x 3”W x 19”L
End Plate – small – styrene - End of Beam	2	3/4”T x 4”W x 33”L
Metal Plate for Large Bunk	4	1”T x 4”W x 17”L
Metal Rod	4	1”T x 110”L with 1.5” Nut

## Log Car # 7 – Parts List and Dimensions

Part	Quantity	Inches 1:87Scale
<b>Top Center Plate</b>	<b>2</b>	<b>1.5”T x 5”W x 16”L</b>
N B W – small bunks	32	Grandt Line 2.5” washer
N B W – large beams	10	Grandt Line 4.5” washer
N B W – recessed	20	Grandt Line 2.5” washer
N B W – beams	16	Grandt or T T G
<b>Lag bolts</b>	<b>50</b>	<b>Grandt Line 1”</b>
<b>Spikes</b>	<b>24</b>	<b>Micro Engineering – “Micro”</b>
<b>Drawbar Support Plates</b>	<b>4</b>	<b>8”H x 2”w x 33”L</b>
Steel Strap – End of Main Bunk	4	9”H x 12”W x 9”H x 12”W (3/8”Think) – 5” Wide
<b>Rail</b>	<b>2</b>	<b>Code 70 - 22’ long</b>

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## NEXT ISSUE

**Model Railroading Life Skills**

**NMRA LSD 2012 Picnic**

**Building a Large  
Sawmill/Pond Complex –  
Part 34 – Lumber Transfer Car**

**The LOTS Tour**

*Rochester Model Rails*

**E MAGAZINE**

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