Rochester Model Rails

Dedicated to Quality Model Railroading

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Pictured is Twin City Rapid Transit Company's last of two remaining original wood cars operating on a one-mile segment of the former Como-Harriet line, now run by the Minnesota Trolley Museum. This operating remnant of the TCRT's former 523-mile transportation system is popular to the citizens of the Minneapolis-St. Paul metropolitan area and many out-of-town visitors. The trolley runs from spring through autumn on a scenic route between the shores of Lake Harriet and nearby Lake Calhoun, two of the famous chain of lakes in Minneapolis. The wooden cars were actually built in the TCRT's shops. Sadly, this once extensive trolley system was abandoned in 1954. The good news is the recent opening of the immensely successful light rail Hiawatha Line between the Mall of America, the airport and downtown Minneapolis. At long last this efficient form of transportation is being rediscovered in the Twin Cities, and plans are in place for the second ten-mile segment to be built between downtown Minneapolis and downtown St. Paul. Photo by Gerald Brimacombe, copyright 2008.

SALVAGE THAT "IMPOSSIBLE" TRACK ALONG THE WALL

by Fred Cupp

To refresh your memory, my layout runs around three walls of the basement. As a result there is a lot of running track, which simply runs along the wall on a shelf, connecting a number of different scenic areas. It is hard to do much scenery work in a mere 8 inches or less of shelf.

The goal of this latest project was to make something out of the shelf, comprised of two pieces of track against a cinder block wall. The scenery is nearly complete in this scene, although I still have to plant a few more ground details like bushes, etc. The picture backdrop is another one of my *Paintshop-Pro* "ventures into the twilight zone" of digital photo-faking!

It started with a nice scenery photo, which I stretched, or elongated by 150%. I then flipped another copy of it and spliced the two together at the center. To hide the obvious mirror image, I moved some trees around, did more injustice to the clouds and even "humped up" one of the hills. Naturally these attached pix are very low-resolution photos for easy Internet viewing. The original photos are all saved as 5.0 MB ".BMP files". The mural was made up from a single photo from the Internet.

The "strip" of background photo was then cropped into nine sections of 400 pixels, each with a ten-pixel overlap. These were printed out on my standard H-P printer. One additional copy of sheet # 1 was used to wrap around a 6"plastic drainpipe at the left end of the scene. Here are the results, along with a few additional pix to view different angles.

|<---------- Approx. 6 ft. ----------|

Overall scene - from the big drainpipe on left to the copper water pipe on the right.

Here we have my D&H Northern entering the scene from (RR) south. Part of the object here was to hide a hidden tunnel mouth, which serves as an interchange siding to the "Rutland R.R." toward the east.

A liberal growth of vegetation around the tunnel as well as several trees conceals the gaping hole in the scenery side of a mountain, which begins just behind the vegetation. Not much I can do to hide the house water pipe.

At the left end of the shelf, the ugly drainpipe now has a new "dress"! A large tree has been added in the foreground scenery to help the eye "merge" the 3 D foreground with the flat backdrop.

More ground foam "vegetation" on the shelf, along the bottom of the backdrop continues this blending of the flat backdrop with the scenery material on the shelf.

Now we are looking to (R.R.) north, along the wall. The mainline swings over to slip behind the drainpipe, while the interchange siding is hugging the wall and backdrop.

This view shows the clumps of ground foam "vegetation" growing along the bottom of the backdrop. The large tree also serves the purpose of pulling the viewer's eye away from that big drainpipe!

Looking in the opposite direction from the previous photo, I show you the hidden tunnel mouth leading to the Rutland interchange. The far end of this siding ends at the next corner of the cinder block basement wall.

Several crewmen have earned "Brownie points" by shoving cuts of hopper cars too far into the darkness of this cavern!

Matt Kovacic's Wood Cutter Shack

The Wood Cutter's Shack on the HO scale model railroad of Matt Kovacic, Fairport, NY. Wood cutters were an essential part of any railroad where the locomotives were feed with wood. The wood cutters provided a needed service to the railroads supplying wood for the engines. Notice the rundown condition of the corrugated roof on the building on the left and the hole in the roof on the right building. The dead tree on the right is made from a real root. Both buildings are scratch built.

Building a Large HO Scale Sawmill

Part 7 – The Sawdust Conveyor

by Richard Senges

In Part 6 of the Sawmill Series we discussed the construction of the Slab Bin. This issue we will review the Sawdust Conveyor - see the model photo on page 7.

The sawdust conveyor was built board by board per the instructions in the *SierraWest Twin Mills at Deer Creek* kit. Nine heavy-duty bents were constructed first. I glued the bents on thin plywood to hold the bents square and plumb (not suggested in the kit). Later the 2.75" foam base of the sawmill area will be routed out to accommodate the plywood base of 2.25" x 11" x 5/16".

Then the trough was constructed and attached to the bents. The instructions called for one roller at the top and none at the bottom since sawdust was to cover the bottom area. I installed both rollers.

The belt was made using the special white paper supplied in the kit. This is the best part of the conveyor as, when stained per the instructions, the belt does look like leather.

The conveyor measures, in HO scale feet, 77 feet long, 13 feet wide at the base and 23 feet high. There is no accommodation in the kit to move the sawdust from the mill to the bottom of this conveyor.

Improvement suggestions if building this kit or a sawdust conveyor: (1) use pillow blocks for all shafts, (2) make the conveyor longer getting further away from the sawmill (100-200 scale feet), (3) make the frame lighter and (4) add an inside sawdust conveyor.

Next issue, we will discuss the construction of the double blade circular husk – the guts of the sawmill !

The end of the sawdust conveyor at the sawmill at the PA Lumber Museum at Galeton, PA.

The sawmill is the building on the right and the boiler house is on the left.

Note the light construction of the frame and the small size of the belt and trough. Sawdust is light so it does not require heavy framing.

A real sawdust conveyor at the Pennsylvania Lumber Museum's steam powered sawmill at Galeton, PA. Notice the lightweight support construction and the small sawdust trough. The sawmill is on the left and the boiler house is on the right.

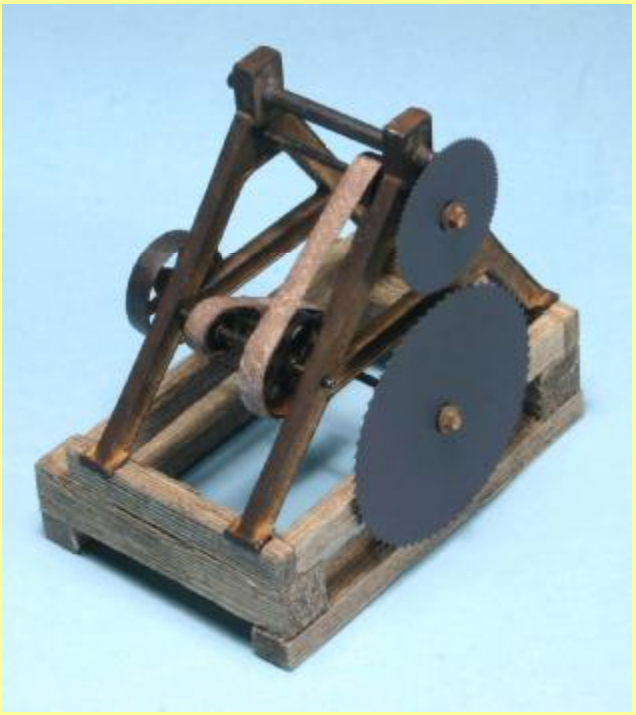
To remove the sawdust from the mill, a chain is used. The sawdust is then dropped into the second conveyor. A belt is used to carry the sawdust to the sawdust wagon.

The steam pipes are painted red and the drive shafts black. The rubber pieces for protection are a nice modeling touch.

The Sawdust Conveyor Model

Next Issue - Part 8

The Double Blade Circular Husk



Ben Brown's Chemung Depot

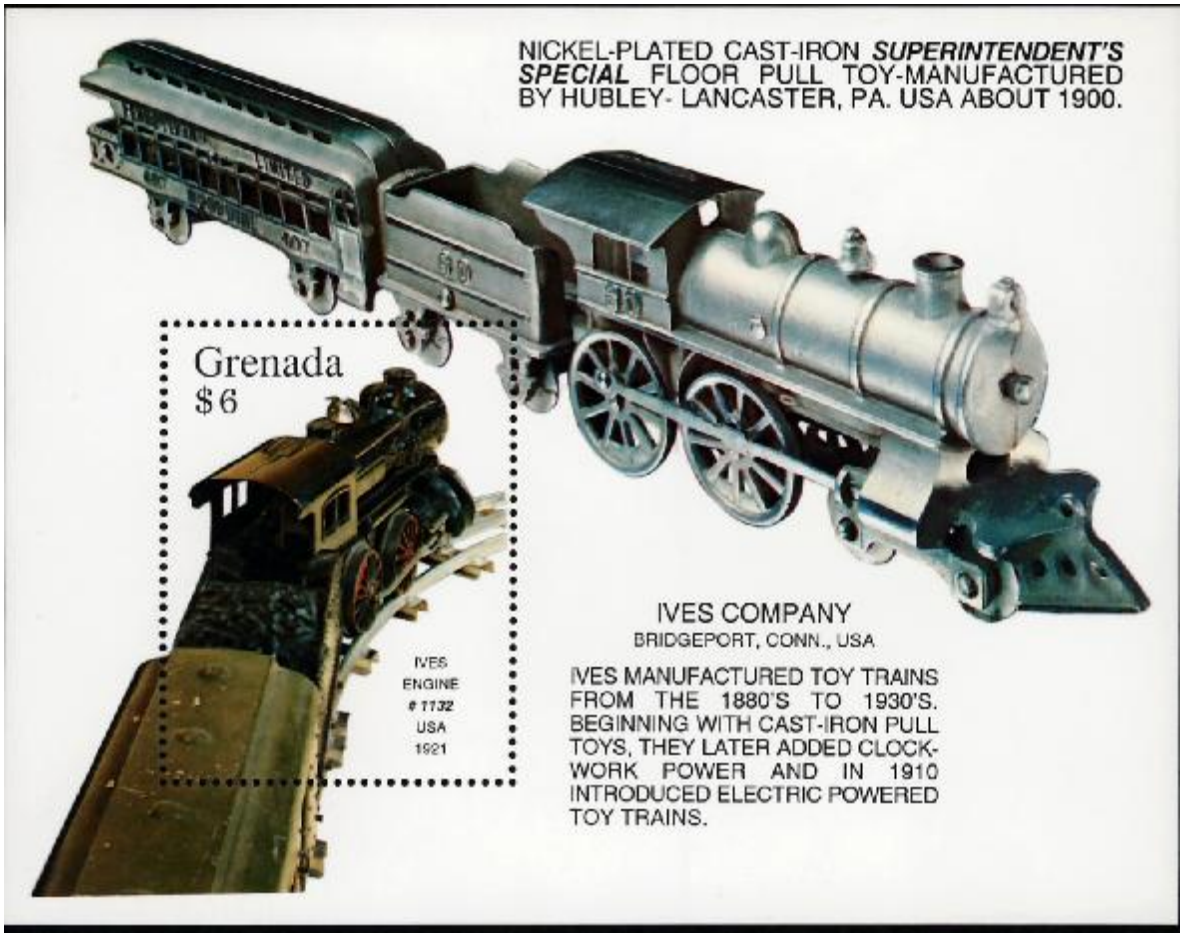
My railroad is the Chemung Northern. The depot is at Chemung which is the railroad's terminus. The model was built after a friend and I measured the Bath & Hammondsport passenger depot in Hammondsport, NY, in 1965. From the measurements and photos, I was able to sketch and build the model in O Scale. The railroad was featured in *O Scale Trains* January 2008.

The Model RR Post Office

Number 22 in the Series

by Norm Wright

Scott #2111, Grenada souvenir sheet, Oct. 22, 1992.



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Tortoise Installation Made Easy

Workbench Construction

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Doctor Dick

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