

Rochester Model Rails

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Springfield depot and yard on Ned Spiller's Danby, Ludlow and Springfield model railroad. Photo by Mark Bradley.

D L & S RR Progress Report – Part I *by Ned Spiller, MMR*

NMRA LSD Fall Meet – Layout Tours – Part II *by Sam Pennise, D.M.D.*

Building a 1:87 Scale Sawmill - Part 12 – Live Rolls *by Richard Senges, C.P.M.*

Model Railroad Post Office # 23 *by Norm Wright*

Progress Report on the Danby Ludlow & Springfield

by Ned Spiller, MMR

In the January / February 2008 issue of *Rochester Model Rails*, I had an article on rebuilding and expanding the Danby Ludlow and Springfield RR. I did not meet my goal of being back in service by November 2008 (two years since we moved into our house in Hammondsport). I spent a year working on the house, then six months building the train room, interspaced with a couple of trips to spend time with the grandkids. But I have been busy, so here's a progress report.

At the time of my last report, the train room was almost done. I have since finished the walls, installed the ceiling, painted, and put down carpet. The room is very comfortable, and I'm looking forward to spending many hours enjoying myself here.

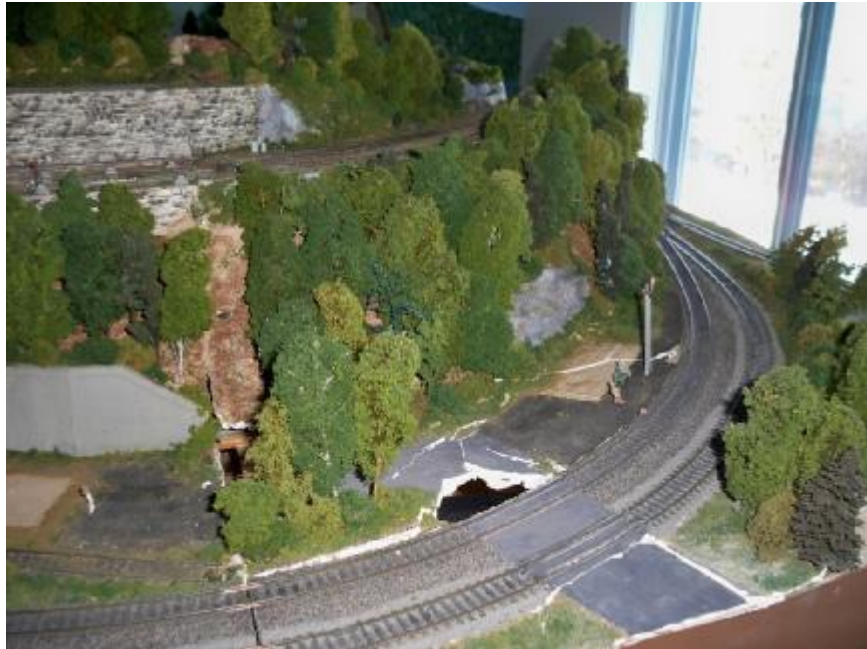


Bringing in the layout sections.

The DL&S fit into six crates, most about 8 x 2.5 feet (see "You Can Take It With You", *RMR* 8/05, 10/05, 11/05). I moved four of the six crates into the train room to start. I left the other two in the shed since they would have just taken up space in the middle of the room, and there was lots of work to

do before I could run trains on them. The sections that I did bring in went against the walls, and I built three new sections to fit where the layout will be expanded. After that was done, I brought in the last two sections.

Most of the crates survived the move and storage pretty well – just some minor damage. Several of the mounting brackets for the old telephone relays that I use for switch machines were broken. The brackets are made of two pieces of *Plexiglas* epoxied together, and I knew this was a weak point with the heavy relay hanging on them. The brackets were not hard to fix. When the movers were bringing the layout crates in from the



Damaged plaster scenery.

moving van, they dropped one of them. I didn't check on the damage at the time, and I wasn't sure which one they dropped. I found out when I uncrated the last section. All of the plaster scenery on one end was broken. I hot glued it back together temporarily, but I'll need to cut it out and redo it eventually.

As I uncrated each section, I laid it on its side and rewired it. I am converting to DCC, so all of my existing track wiring, except for the drop wires from the track, was removed. I had some 14 gauge wire left from wiring the lights for the train room, so I used that to add new DCC busses to each section.



One of the layout sections & the scenery on the wall.

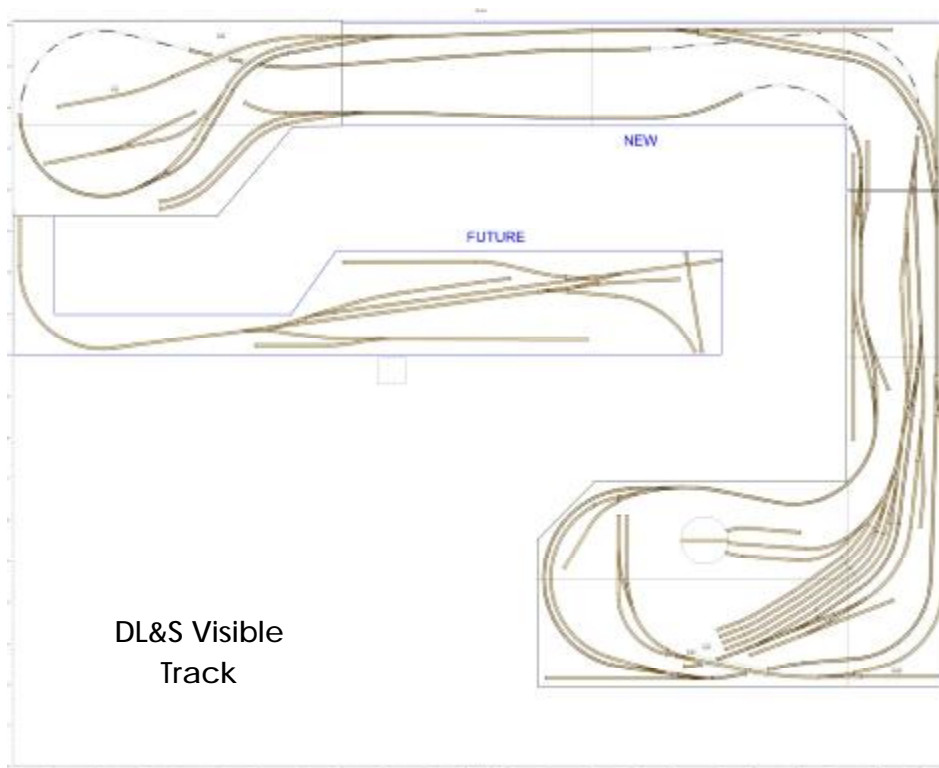
In both previous locations of the DL&S (Atlanta and Dallas) I had painted the backdrop on 4 x 8 sheets of *Masonite*. One location had paneling for walls, and the other had textured walls. I was never able to reuse the backdrops. In my new train room, I painted the walls where the layout will go a sky blue, and just painted the backdrop directly on the walls. My backdrop is pretty simple. Three shades of green for the

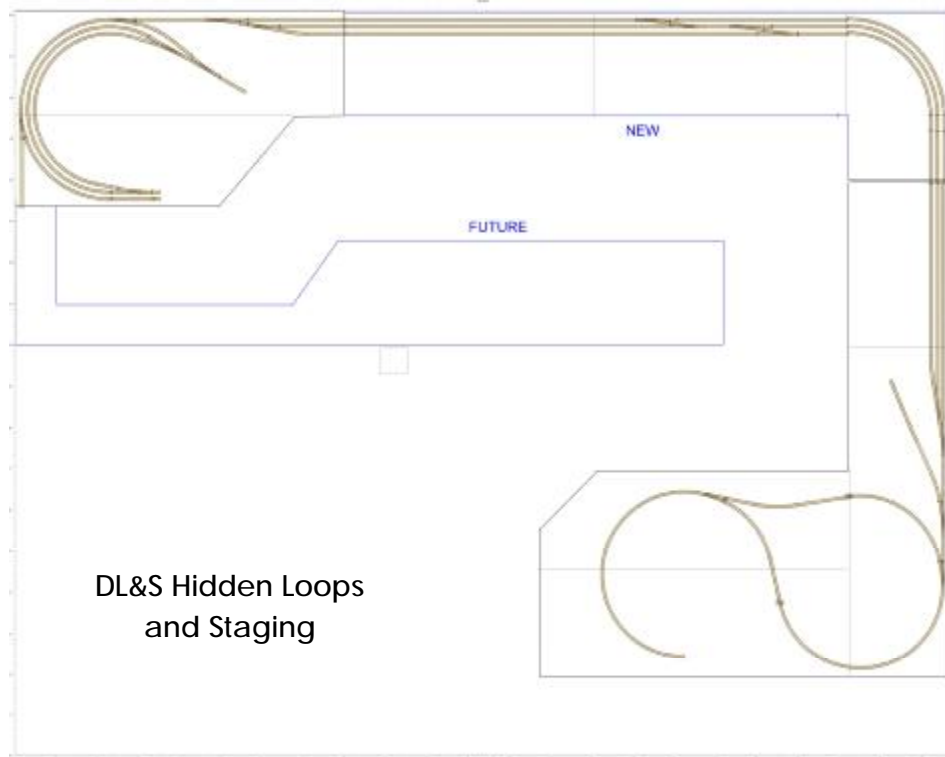
hills, and trees done with a sponge. It blends into my scenery pretty well.

I am raising the layout by about 5 inches this time (the original height was set by a pipe that came out of the wall in my Atlanta train room). The middle level, which includes the yard, will be 51 inches above the floor. I'm using 2x3s for the legs instead of the 2x4s from the previous locations.

I did some thinking and sketching on what I would do if I decided to start from scratch and rebuild everything. I am kind of limited on space, since I want to keep about one-fourth of the train room as my workshop, and I don't want to block the wall with the windows that look out over Keuka Lake. I finally decided that I would not be able to fit in all of the features I want with an entirely new track plan, so I stayed with my original plan and just expand the layout. I'll be able to add about 45 feet of mainline, which will almost double the mainline run.

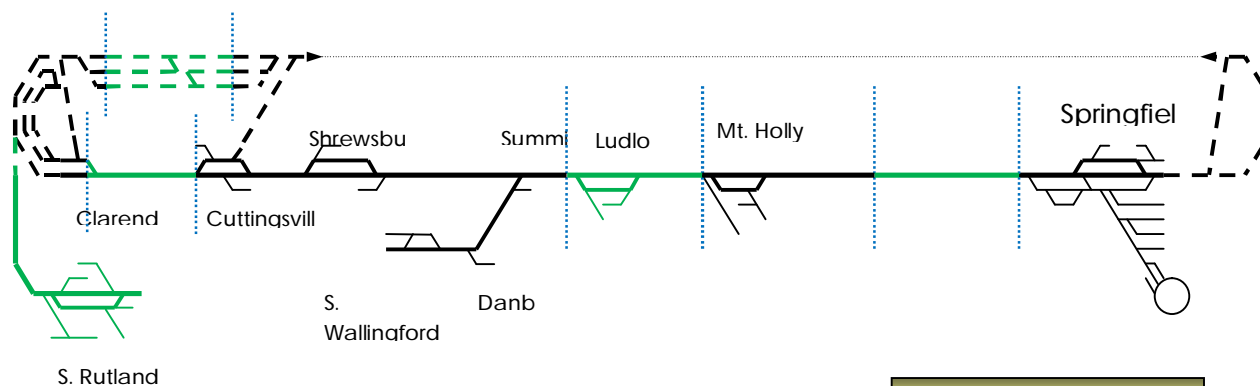
Here is the track plan for the new version of the DL&S.





The overall layout size is 23' x 16'. The area marked NEW is the benchwork and track I added. The sections of the original layout at each end of the new section were connected to each other in the old configuration. I will have room to expand the layout further someday into the area marked FUTURE. The track arrangement shown is just an idea for now. I'll probably design the track in full scale when the time comes. For the underground staging, I simply extended the three staging tracks in the new section, then added a pair of crossovers to make six staging tracks.

Here is a schematic view of the track plan showing the added mainline and staging.



Next Issue - Part II

NMRA LSD Fall 2008 Meet

Part II - Mike Pyszczek's HO Scale Genesee Northern

by Sam Pennise

After a reluctant goodbye at Red's, it was off to Mike Pyszczek's HO Genesee Northern. This extensive and more modern layout depicts an area of Western New York noted for its confluence of several rail systems. Although not as "scenic intense" as some layouts, Mike has produced an empire of rails showing the activity of the time and complexity of its operation. This is prototypical modeling based on maps, photos and books that Mike is using to guide his growing rail empire.

The enclosed pictures show the vast yard, roundhouse and turntable, and the various venues within this system, such as the coal barge on Lake Ontario. This is all controlled by an elaborate DCC system, much of it tethered from Mike's neck that oversees a lot of "real estate".



Pyszczek's Outdoor Empire

Photo by Sam Pennise



Now, you cannot leave the Pyszczek home without a visit to the garden railroad that, if I am not mistaken, Mike's wife is the chief engineer (and Mike helps out). It was truly enjoyable spending time outside on a sunny autumn afternoon in Western New York watching a train travel around a beautiful garden setting. Thank you Pyszczecks for making my day.

Building a Large 1:87 Scale Sawmill I

Part 12 – The Live Rolls

by *Richard Senges*

In Part 11 of the Sawmill Series we discussed the construction of the edger. This issue we will review the Live Rolls - see the model photo below.

The Live Rolls were 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 18 of these *KLW* kits (to supplement the *SierraWest* sawmill kit) including 2 edgers, 11 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

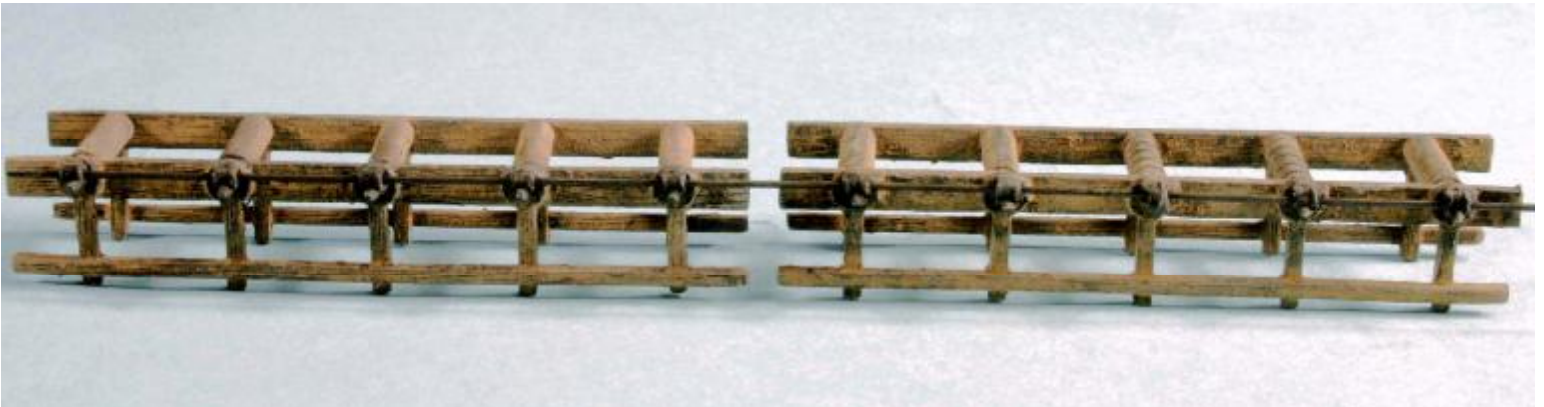
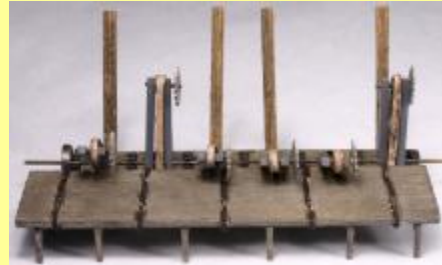
The metal roller shafts were cut to the proper size using a # 11 blade. The metal parts were cleaned with a # 11 blade, files and fine sand paper. I then wire brushed using a brass brush inserted in a battery powered mini *Dremel* tool on the low torque slow speed.

The parts were cleaned with lacquer thinner and dried. Then they were chemical treated with a mixture of water, nitric acid, nickel sulfate and selenium dioxide.

The metal parts were glued together using white glue which, in this case, works fine since there are 20 pins which are inserted into 20 holes.

The rollers were powdered using weathering powders to simulate wood rollers. The drive rods and associated metal hardware were later painted black to differentiate the metal parts from the wood frame and rollers.

Next Issue – The Trimmer and Slasher



The Model RR Post Office

Number 23 in the Series

by Norm Wright

The New 2008 Hungarian charity stamp.



Potential Future Articles

Portable Band Saw

Resin Casting

The Santa Fe CF - 7

Modeling Keuka Lake - Hammondsport

Improving Depth of Field

Tortoise Installation Made Easy

Workbench Construction

NEXT ISSUE

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**Building a Large
Sawmill/Mill Pond Complex
Part 13 - Trimmer & Slasher**

Ask Doctor Dick

DC to DCC Conversion

Rochester Model Rails

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Editor and Publisher
Richard A. Senges

Web Master
Dr. Sam Pennise

Columnists
Leo Adamski
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Otto Vondrak
Norm Wright

Authors:

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Address:
1231 Wellington Drive
Victor, NY 14564