Rochester Model Rails

Dedicated to Quality Model Railroading

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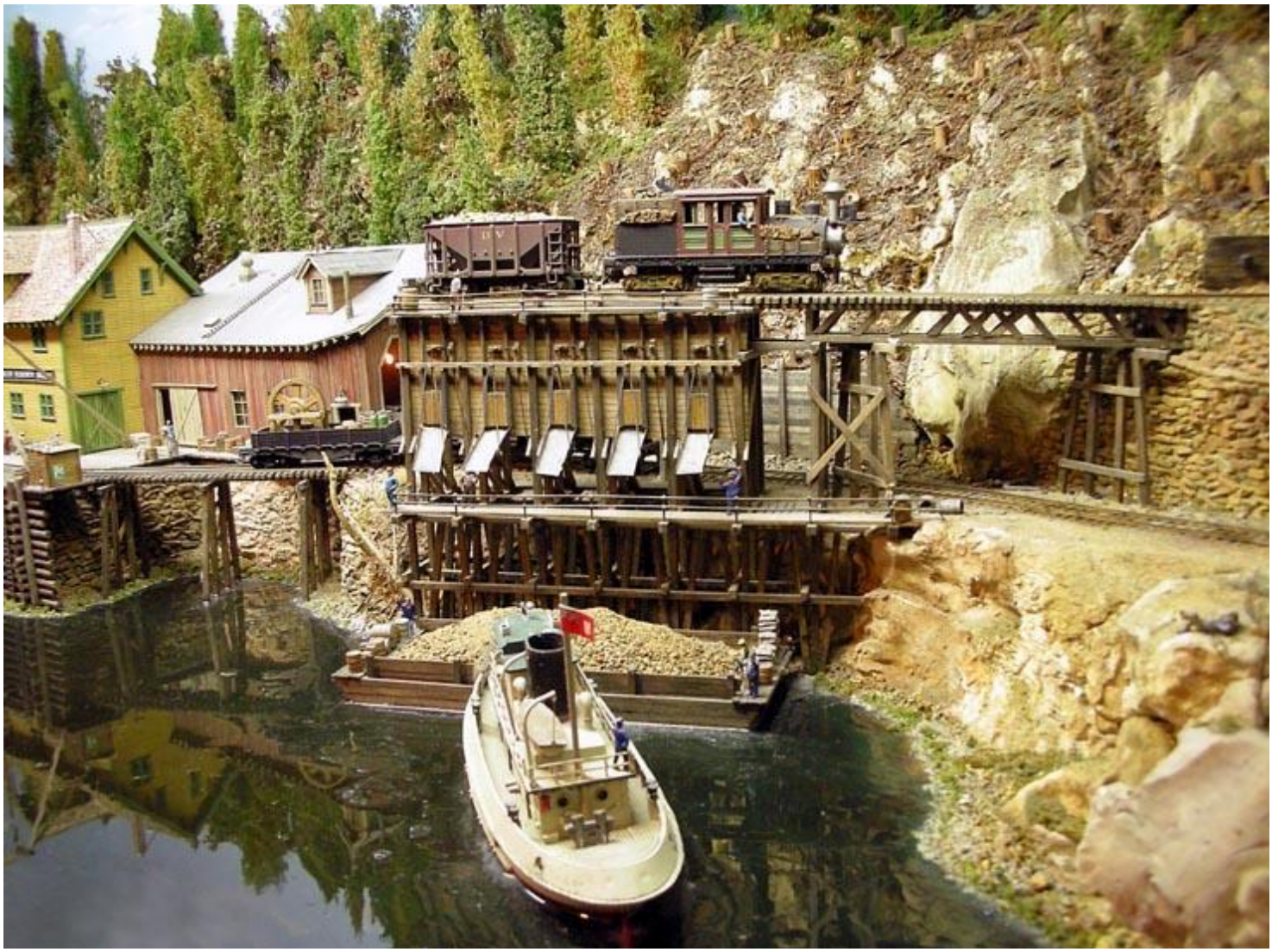


The Dolly Varden Mine on the model railroad of Scott Baroody. Photo by Sam Pennise.

Siegel Street Revisited ***by Leo Adamski***

NMRA LSD Spring Meet – Part I **by Sam Pennise, D.M.D.**

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

Building a 1:87 Scale Sawmill - Part 13 – Trimmer ***by Richard Senges, C.P.M.***

A Station for SIEGEL STREET – Revisited

by Leo Adamski

A BUSY MORNING AT SIEGEL STREET STATION

By the looks of the activity at the station, the morning train will have a full compliment of passengers for downtown St. Patrick, as a city bus discharges passengers for the train from Kevinville arriving now at the station. There will be a quick change of passengers, luggage and mail in order for the train to make connections at the main terminal in downtown St. Patrick.

The bus will wait for passengers unloading at Siegel Street before continuing on its route, and things will settle down at the station until the time for the train to Kevinville approaches. The station was featured in an article in the May, 2006 *Rochester Model Rails*.

NMRA LSD Spring 2009 Meet

The Tiger Valley System

and

Seneca Lake, Ontario and Western Railroad

by Sam Pennise

In October 2008, my membership in the Lakeshores Division of the National Model Railroad Association (www.nmra.org) offered me the opportunity to meet two quality modelers, Red Wittman and Mike Pyszczek and see firsthand their exquisite layouts (See ***RMR*** vol. 58 & 59). Combining that day's tours with continuing visits with other NMRA members in my area, my knowledge is slowly increasing and leaving me wanting more. Spring forward to March, 2009 and once again, LSD offers another chance to "see and learn". Following an informative morning of clinics, we were let loose to visit some true craftsmen.

Some old friends were on the list of layout tours open to visit, Dick Senges and Dave Thompson, along with three new possibilities from whom I was sure I would learn. Due to distance and time I needed to reluctantly choose the 3 new layouts and allow others the enjoyment of Dave and Dick's layouts. So off I went with my friend Don Young to see and learn from more masters.

First stop: The Tiger Valley System, whose chief engineer, Guil Mack Jr., has transformed his 1800 square foot octagonal basement into a HO rail empire consisting of over 5700 feet of hand laid code 100 rail spiked to ties made from *Ohio Blue Tip* matchsticks. With hundreds of feet of track, one certainly needs a multitude of switched (311 scratch built), accessories, rolling stock and locomotives to fill his empire. Not that I could have counted them all, but I learned there are about 200 locos and 2000 cars presently on the layout and additional pieces lining all 8 walls and even more in storage.

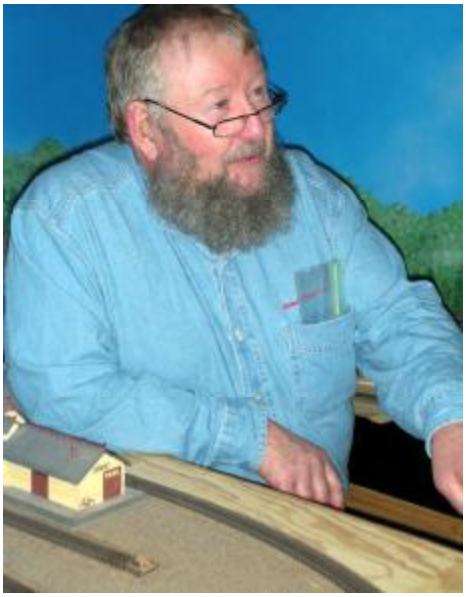
Photos by Sam Pennise.

Guil's layout is all controlled by multiple DC panels and is a true testament to the chief engineer's electrical engineering background. I know the image below could never relay the tremendous size and complexity of Guil's Tiger Valley System, but maybe it will inspire others as I have been.

Guil Mack stands by his model railroad empire consisting of over 5700 linear feet of HO scale track, 200 locomotives and 2000 railcars.

The Superintendant of the LSD of the NMRA is Ray Howard who's leadership help put together this day and still found time to open his home layout. His "SLOW" (Seneca Lake, Ontario & Western) is a freelanced railroad set in the Finger Lakes Region of New York State. As the pictures show, this work in progress has already earned Ray the NMRA Golden Spike Award as well as the AP Electrical Certificate. The DCC controlled layout (*Digitrax*) offers several scratch built details and buildings as well as many craftsman kits.

We could have stayed here to enjoy and listen to Ray Howard's enthusiastic and knowledgeable tour of the SLOW, but time and curiosity of what the next layout would offer had me pushing onward to Scott Baroody's layout. See Scott's model railroad and exceptional structures in the next issue of the *Rochester Model Rails*.



Progress Report on the Danby, Ludlow & Springfield – Part II

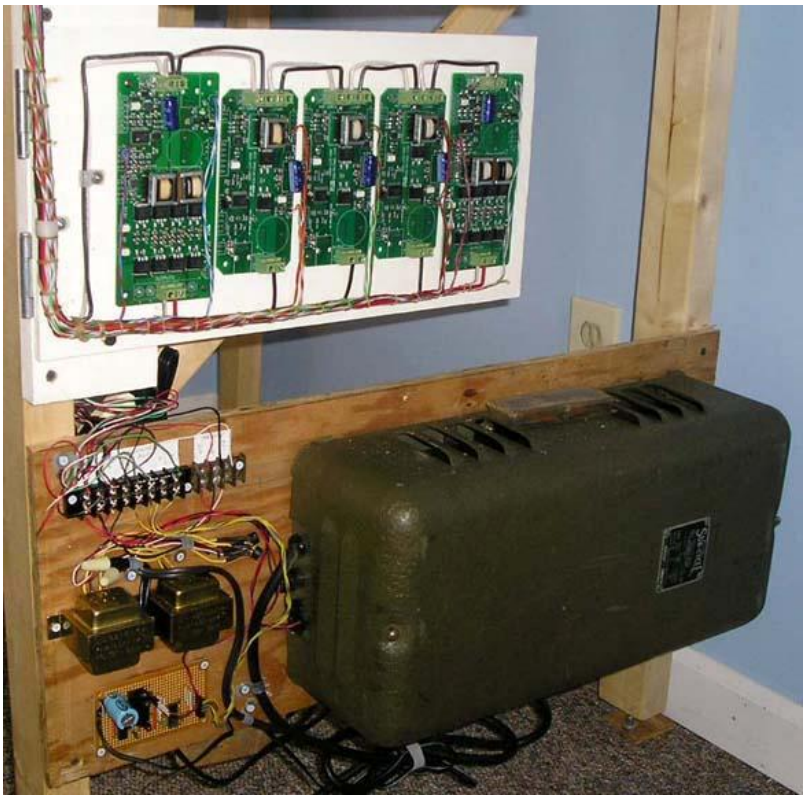
By Ned Spiller, MMR

DCC Booster and Control Panel.

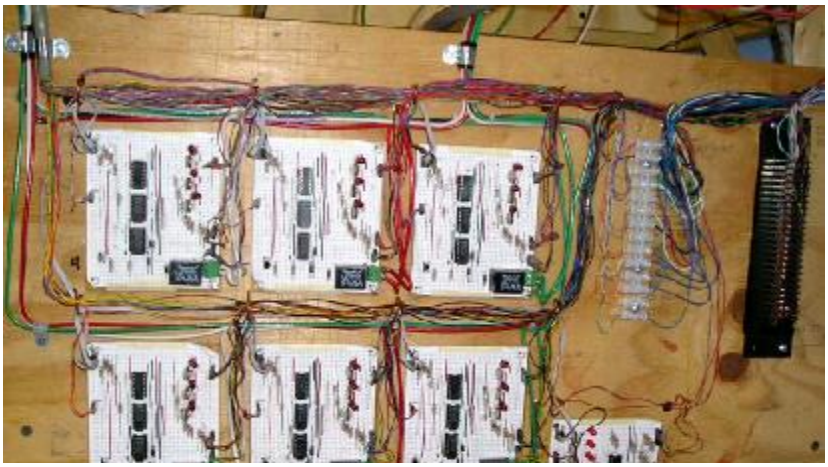
All of the track on the new section is done, except for the industrial spurs. For the crossovers in the staging tracks, I built a linkage that allowed me to operate both turnouts in each crossover from a single Tortoise switch machine.

Most of the work lately has been the electronics. I purchased an NCE DCC system (radio) and an additional 04E throttle. I divided the layout into five power districts: main line, yard, staging, and the two reversing loops. I purchased DCC Specialties PSX circuit breakers and auto-reversers. I mounted the DCC booster and breakers together, and added control switches and indicator LEDs to control the track power and auto-reset functions for each power district.

I have installed *DigiTrax* decoders in my four RS3 diesels so I can use them to test the track work. I am going to use sound decoders for my steam locomotives. Since the technology (and pricing) for sound decoders is changing so rapidly, I decided to wait to equip the steam locomotives until the layout is back together and I can run them.



Right – Power district circuit breakers and reversers, and layout power. The large brown box is the 48 volt power supply for the switch machines. Left of that are the +12Vt/-12V supply for the *Tortoises* and the 12 Volt for the electronics.



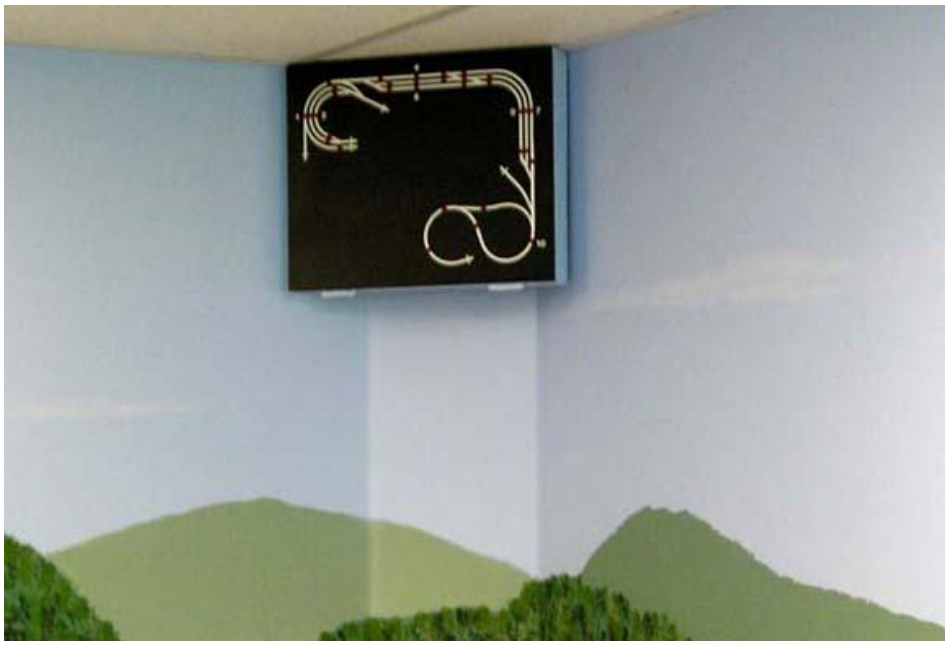
Six of the ten circuit boards for the train detectors and Auto-Stop function.

I use photocell detectors to show where the trains are in the underground staging tracks. For the old layout, I had designed and built a system that worked from my 48V power supply that I use for the relay switch machines. This time, I redesigned the system to use integrated circuits and run on 12V. I also added an "Auto-Stop" feature, where I can have the detectors operate a relay to cut the track power and stop a train when it gets to the end of a staging track.

I built the circuits on *Veroboard* (also called Stripboard). Since I have 10 staging tracks, I had to build ten circuit boards. I also rebuilt the display panel that shows the location of all trains in staging.

When I originally built the layout for DC operation, I designed and built a circuit that would automatically set the polarity for the reverse loops. A magnet under each locomotive would operate a magnetic reed switch which would operate a flip-flop circuit to set the polarity. The PSXs control the polarity for the new DCC system, and they also have a built in feature to throw a tortoise for a reverse loop.

But I use 48 volt relays for my switch machines, and I have several ways to enter and exit the loops. So I redesigned the old polarity control circuits to control the turnouts for the reverse loops.



Display panel showing the location of trains in underground staging.

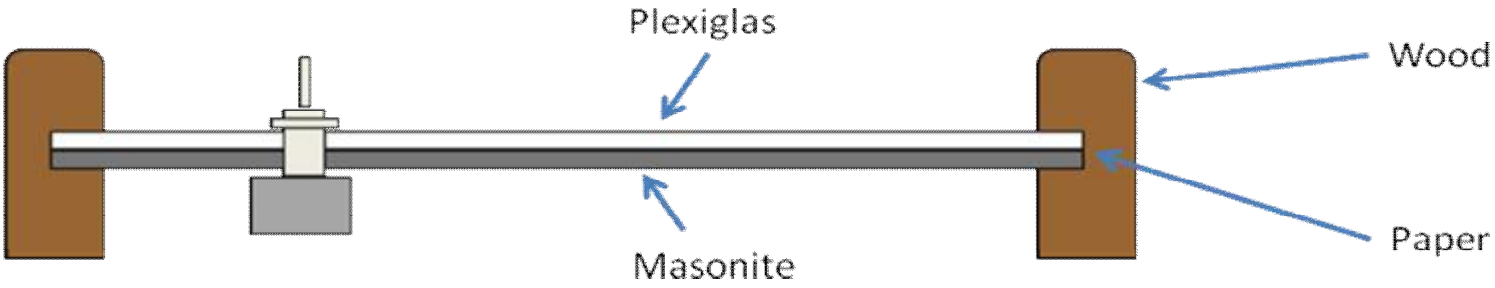
Control Panels

Photos and drawings by Ned Spiller.

On the old layout, I had one big control panel that had the cab selectors and controls for the turnouts, with two small auxiliary panels for towns that were not easy to reach from the main panel.

For the expanded version of the DL&S, I'm replacing the one large panel with a small control panel for each town. I attended a clinic at the NMRA Lone Star Region convention a few years ago on making control panels using *MS Word*. I drew mine using *MS Excel* (I'm more familiar with *Excel*).

I printed the paper panel faces, then sandwiched them between a piece of *Masonite* and a piece of *Plexiglas*. This is held in a frame made from oak 1 x 2s (3/4 x 1 ½). I've completed the panels for all of the towns and staging tracks, but still need to do the large one for the Springfield yard. The panels for the staging tracks have LEDs to show the train locations, the Auto-Stop switches, and power switches to turn off the DCC to each track.



Next Month – Part III

Building a Large 1:87 Scale Sawmill

Part 13 – The Trimmer and Slasher

by Richard Senges

In Part 12 of the *Sawmill Series* we discussed the construction of the Live Rolls. This issue we will review the Trimmer and the Slasher - *see the model photos below.*

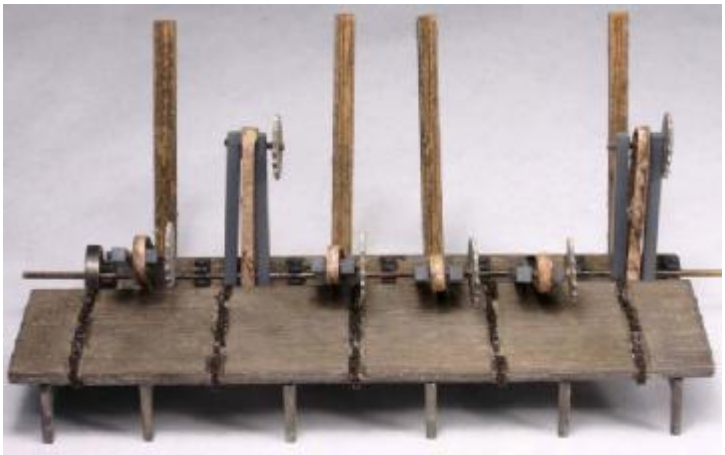
The Trimmer and the Slasher were built per the instructions in the *Keystone Locomotive Works* kit, but with some modifications so they would not be identical. The trimmer trims the lumber to length where as the slasher cuts the slabs to length, for example for fire wood.

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, 11 live rolls, 2 lumber transfer tables, 1 trimmer, and 1 slasher. Images of these finished modes can be viewed on my website: www.OilCreekRailroad.com

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. One could use *Blacken It* also or paint the metal parts. .

The metal parts were glued together using white glue and for those which require more strength, a two-part epoxy. Belts are made with paper. The four vertical timbers shown on the model will be attached to the sawmill's truss structure later.

Next Issue – The Log Carriage



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 14 – The Log Carriage

Ask Doctor Dick

NMRA LSD Spring Meet – Part II
Scott Baroody's Models

Rochester Model Rails

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Articles, digital images, drawings and plans are welcome.

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