

Rochester Model Rails

Dedicated to Quality Model Railroading

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Amy Colburn, professional artist and muralist, gives a model railroad backdrop painting presentation to the Tuesday Night Gang in Victor, NY. Check out Amy's website: www.AmyColburn.com

Basic Wiring and Soldering by Dick Roth

Model Railroad Post Office by Norm Wright

The Rail Trail Exploits of Jim Hutton – Ashutihook by Jim Hutton

NMRA Lakeshores Division and Central New York Division Joint Meet

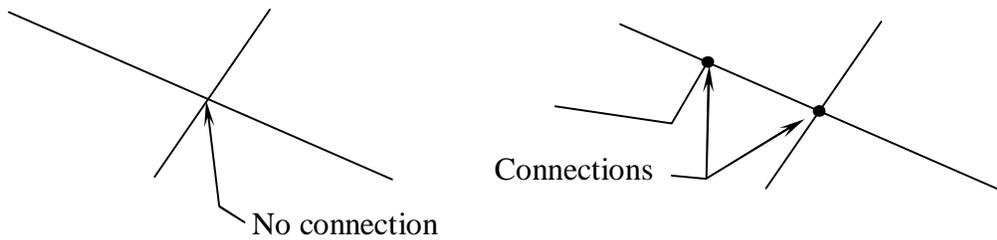
Building a 1:87 Scale Sawmill - Part 24 – Log Pond Catamaran by Richard Senges

Basic Wiring and Soldering *by Dick Roth*

Model Train Layouts come in a variety of shapes, dimensions, themes, and scales. One thing that is constant between all of them is the need to convey electricity from a power source to the locomotives and other powered accessories. This is done with wires and each wire used requires at least 2 connections or terminations to be functional.

Notice here, one of the requirements is a bit of advanced planning. Sketches, notes, or plans will assist in doing the job in a way that will make the wiring job a bit easier and less confusing. Look at the sketch below for some simple ideas on making notes and reading plans provided by others.

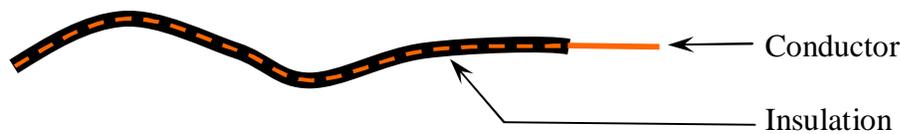
Dia. #1



Good connections require very good contact between the conductors and insulation to prevent contact between the conductors and other surfaces or components that can be electrically conductive.

The wire:

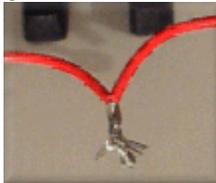
Dia. #2



Connections can be accomplished in a number of different ways:

Twisted wires

Dia. #3



Wire Nuts

Dia. #4



Push Blocks

Dia. #5



Suitcase Connector

Dia. #6



Terminal Block

Dia. #7



Soldered Wires

Dia. #8



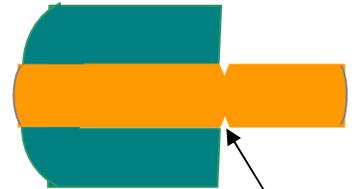
All of these can make good electrical connections. The main consideration in their selection and use is the individual application for which they are going to be used, how much voltage is going to be carried and how rigid the area of the connection will be. More on that subject can be found in other literature.

The basic requirements for most connections or terminations are; absence of insulation in the area of the connection, clean conductors, and tight contact conductor to conductor or conductor to termination device. 5 of the 6 methods of connection shown in Diagrams #3 through #8 require some amount of preparation prior to making the termination. Only the Suitcase Connector can be used without prior preparation as it uses the design of the termination device to displace the insulation.

Removal of the insulation

Removal of the insulation requires some degree of care to prevent causing nicks to the wire conductor. Nicks can cause the wire to break at the nick later. This can cause various problems from loss of power to track or accessories to sparking that could in some instances cause fires. The best method of removing the insulation is to use a special tool designed for that purpose. Wire cutters, knives, or nail clippers are not substitutes for them.

Dia. #9



Nicks here can cause breakage and intermittent power problems later

Dia. #10



Because of the differences in styles of wire strippers, read the directions before using them. You might want to even spend a few minutes practicing before moving to the actual work. If using connector devices such as terminal blocks, push connectors, or wire nuts, read the information that accompanies them to determine how much insulation must be removed. Different devices require different amounts to be removed. Too much removed will expose bare wire to possible shorting to other wires or surfaces. Too little insulation removed can cause a poor or failed connection.

There are two types of connections that are commonly used in model railroading, the Butt Connection and the Feed Through (Pass Through) connections. One, the Butt Connection joins the ends of multiple wires together in a single connection. Feed Through connections join the end of one wire to another wire at some point along the length of the wire. The Feed Through connection is slightly more complicated and requires a bit more care in making the connection, but a with a little practice can be made very easily.

Dia. #11



Butt Connection



Feed Through Connection

Secured properly with solder and insulated with tape, solder connections will remain problem free for the life of your layout. There are several layouts in my area that are over 50 years old and still perform famously because all the connections were properly soldered and insulated.

A solder joint (connection) is only as good as the preparation. Take your time preparing the conductors prior to heating them. Know what form of insulation you are going to use. Put it into place if necessary. Protect other nearby surfaces then make your connection.

Wire to wire

Carefully remove insulation – **don't nick wires**

Make sure conductors are clean

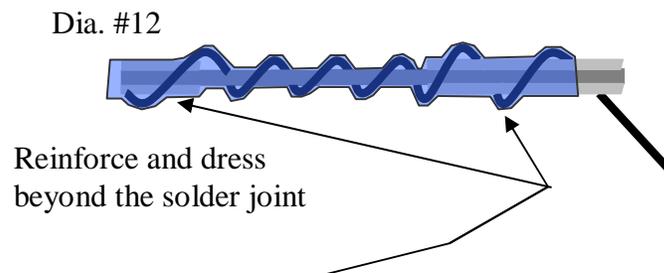
Insure intimate contact between conductors

Heat conductors with solder iron tip

Flow solder into the joint

Reinforce joint and proximity

Dress with tape or shrink-tube



Wire to Foil

Carefully remove insulation from wire

Insure intimate contact between conductors

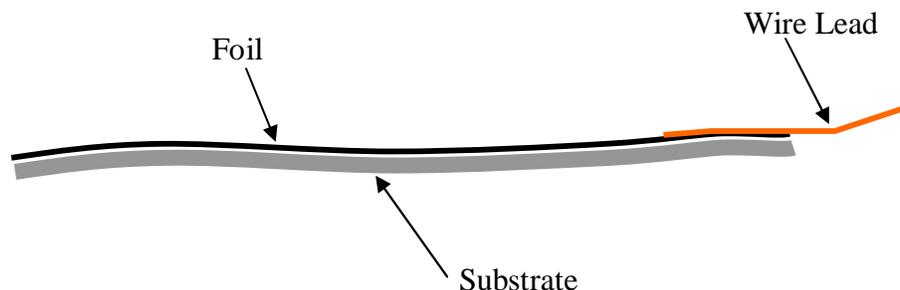
Insure that conductors are clean with rosin flux

Heat conductors with solder iron tip

Flow solder into the joint

Note: First used as a clinic at Beginners Day at Mid Central Region, NMRA – Division 5 on November 7, 2010.

Dia. #13



Finish your joint by covering with shrink-wrap or tape to insulate the connection from other wires and components. Apply the insulation as neatly as possible.

One last thing, when working with multiple wires, it is advised to wrap small strips of tape around the wires. Medical adhesive tape or even masking tape works well for this as they are more porous and will take ink more readily. Do not however use the masking or adhesive tape to wrap your connections, as the adhesive will dry over time and loosen.

With some practice, just about every one should be able to do their own wiring well and be able to build an organized and well-constructed layout that will perform flawlessly for many years.

'All Aboard America' 1999 U. S. Issue

by Norm Wright



U.S. issue of August 26, 1999, "All Aboard America," Honoring 20th Century American Luxury Passenger Trains. Sold in sheetlets of 20 (above), and Scott Number 3337a strips of five 33 cent stamps (#3333/37) below.



Building a Large 1:87 Scale Sawmill I

Part 24 – The Log Pond Catamaran.

by *Richard Senges*

In Part 23 of the Sawmill Series we discussed the construction of the Men and Housing. This issue we will look at the log pond catamaran.

The model catamaran was constructed to the dimensions as specified in Ralph Clement Bryant's book "Lumber" (see *side bar below*) as an alternative to the resin castings supplied by the sawmill kit maker *SierraWest*. Drawings on the following pages show the construction details. One change was made however. The 6" x 6" cross-timbers as specified in Bryant's book appeared to be too skimpy so I replaced them with 10" by 18" wood pieces – see *model image on page 7*. Nut-Bolt-Washer detail was added to these cross timbers, top and bottom. Two black and white prototype images are shown and the catamarans are indicated by the red arrows.

From *Lumber*, by Ralph Clement Bryant

The Log Pond Catamaran.....

"It is necessary to keep shallow log ponds free from sunken logs, so that the storage area will not become clogged. A small craft called a catamaran, of which there are many types, is generally used in raising sunken logs. One design has two pontoons approximately 4 feet wide, 16 feet long, and 2 feet deep, made of 2-inch plank, across which are two 6- by 6-inch by 16-foot timbers, placed at right angles in such a way that the pontoons will be held parallel and 4 feet apart, the cross-timbers projecting 2 feet over each side on the pontoons. The cross-timbers are placed 2 ½ feet from the ends of the pontoons, which makes the distance between them 11 feet. Chains are fastened to the cross-timbers between the pontoons and also to their projecting ends. These chains are about 12 inches long and are made from 3/8- or ½- inch iron. Log dogs are attached to the free ends of the chains and are driven into the logs and serve to hold them upon the surface when once they have been raised."

"The catamaran, usually manned by a crew of two, is poled over the sunken logs, and the latter are raised by means of pike poles. The logs are brought to the surface, parallel to the pontoons, and are fastened to the cross-timbers by means of the log dogs, one dog on each cross-timber being driven into the log. When several logs have been raised, the catamaran is poled to the foot of the jack ladder and the logs released and sent into the mill. Two men can raise from 100 to 125 logs per day."

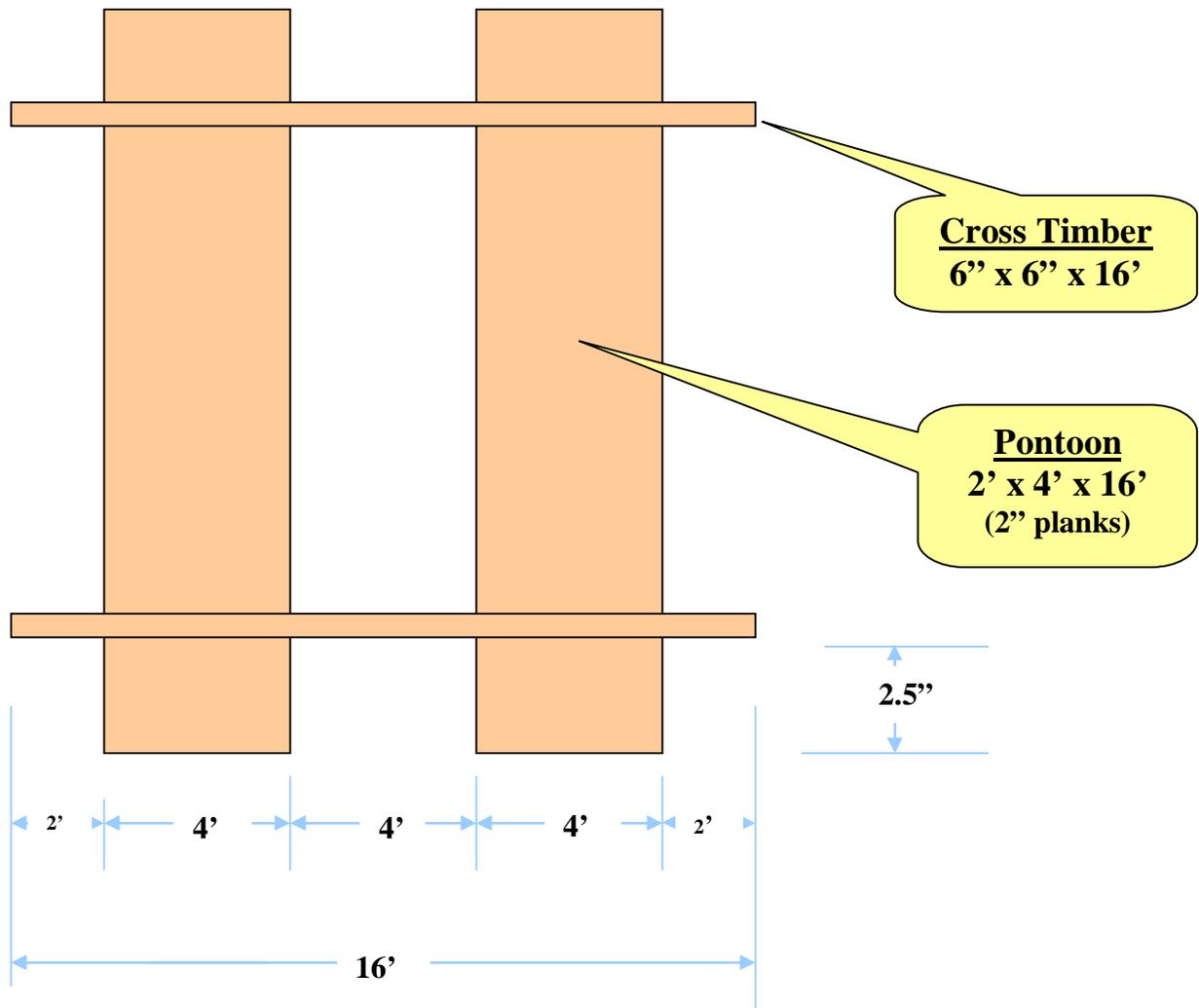


The Log Pond Catamaran



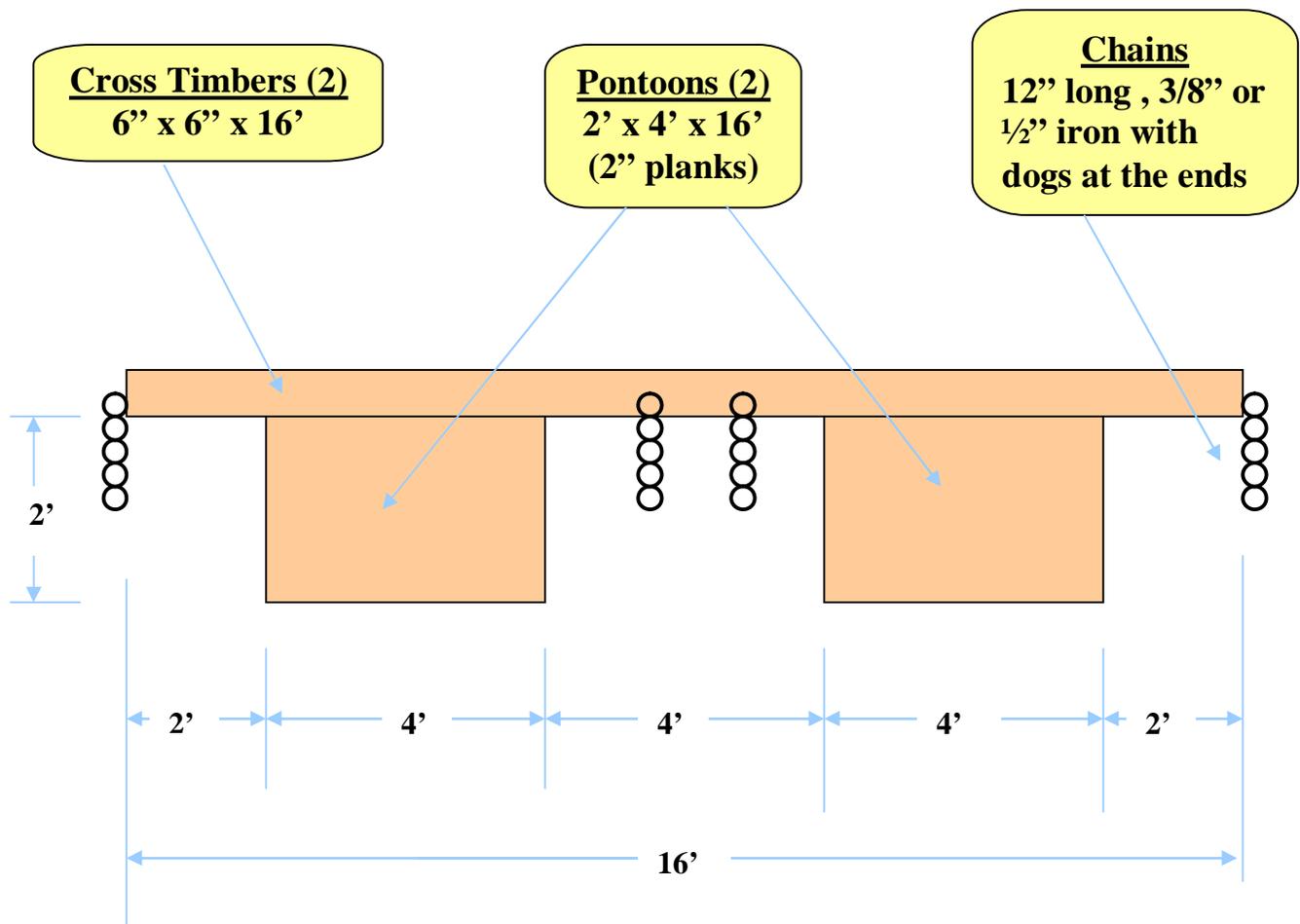
Next Issue – The Scratch Built Sawmill Equipment

The Log Pond Catamaran – Top View



Dimensions per: "Lumber" by Ralph Clement Bryant, 1922, page 20.

The Log Pond Catamaran – *End View*



Dimensions per: "Lumber" by Ralph Clement Bryant, 1922, page 20.



The Rail Trail Exploits of Jim Hutton

by Jim Hutton

Last fall, Ann and I biked another rail trail we hadn't been on before. It was the Ashuwillticook (*I can't pronounce it*) Rail Trail which passes through the Hoosic River Valley in western Massachusetts. It goes 10.8 miles from Lanesborough, MA, just north of Pittsfield, through Cheshire to Adams.

The Pittsfield & North Adams Railroad developed this corridor in 1845 from Pittsfield to North Adams, MA. It was subsequently owned by the Western, Boston & Albany, New York Central, and Boston & Maine Railroads before being abandoned in 1990.

Right:

The original depot at Cheshire, MA. It is now an auto repair shop and not in very good condition. The trail is to the right of the structure.





Above: The depot at Adams appears to be in very good condition and is now a restaurant.



Left:

It is hard to see the details of the structure on the left as the sun was coming from the wrong direction. The structure was adjacent to the Adams depot and appears to have been a small freight house. What do you think?

Right:

The image on the right shows a small structure located where the trail crosses Pleasant Street in downtown Adams. It has been restored as an information booth, but my guess is that it originally was a crossing guard's shack. Ideas?



*Photos by
Jim Hutton*



Left:

The last image shows a trestle at an abandoned factory on the south side of Adams.

Other than the history of these structures maybe the pictures will offer people some modeling ideas.

Lakeshores Division, NFR, NMRA
and the Central New York Division, NER, NMRA
Joint Winter Meet – Saturday January 15, 2011

A great time was had by all at the Joint Winter Meet of the NMRA Lakeshores Division and the Central New York Division. The group met at the Knights of Columbus Hall, 47 Market Street. Auburn, NY 13021. About 60 folks attended the Meet, possibly a record high for a Divisional Meet in this area.

Dave Mitchell gave a good clinic on “Introduction to Airbrushing” with outstanding visuals and a very instructive video. Dave covered the various types of airbrushes, air supplies, and painting techniques. Bill and Maria DiMenna gave a live demo on how to use *True Scene Modeling* products. Two interesting uses are for tunnel liners and for “wall scenery” as a transition from the three dimensional scenery to the backdrop. Thanks.

Many of those attending won door prizes which consisted of railroad and modeling books, HO scale locomotives, *True Scale Modeling* products, modeling supplies, military kits, NCE DCC items, railroad magazines, HO scale railcar kits, and other models.

The *Show and Tell* session was great. Ray Howard displayed is excellently modeled Erie B2 Steam Shovel by *Jordan*, Ed DeGan modeled his custom modified *Fine Scale Miniatures* pile drive – superb job, Dick Lautenslager displayed his *Bowser* locomotive, Gary Rhodes showed the group his *AHM* structure, Brendan Kelly displayed his N scale barn, boat (*Seaport Models*) and small barge, and Leo Adamski described his HO scale passenger depot (Siegel Street) including his custom made roof. Leo also showed Thompson Tool. Nice job guys! *See the images on the next page.*

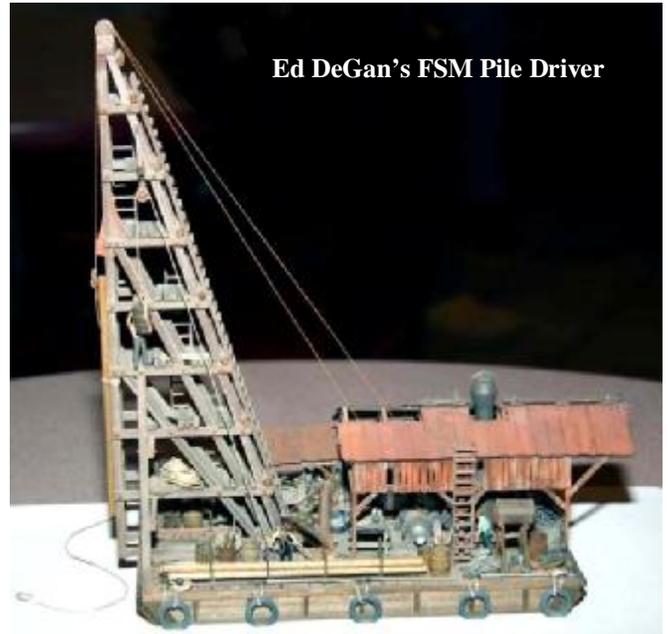
Thanks to all that had their layout open for the Meet and to Marty for having his Borodino Scale Line Train Shop open for the group. The layouts on tour were well received by the group. They included: the Central New York Model Railroad Club in Elbridge, Brendan Kelly’s N scale model railroad, Bob Kaufman’s layout, and the Cayuga Valley Model Railroaders’ layout.

Next LSD Meet: Date TBA. The location is Hammondsport, NY. It will include touring the Hammondsport Aviation Museum, viewing the Bath and Hammondsport RR Passenger Depot, the Engine House and the Hammondsport Power House. Ned Spiller’s excellent HO scale model RR will also be open.

Ray Howard's Erie B2 Shovel

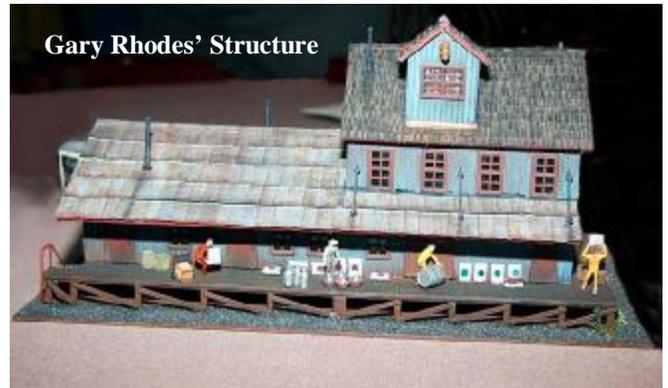


Ed DeGan's FSM Pile Driver



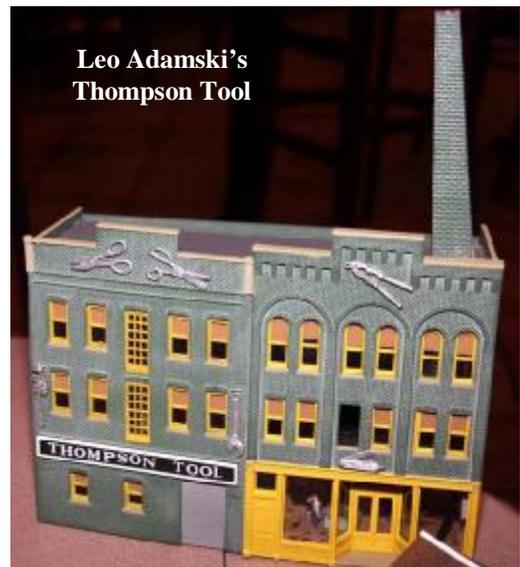
Dick Lautenslager's Loco

Gary Rhodes' Structure



Brendan Kelly's Boat, Barge and Barn.

Leo Adamski's
Thompson Tool



Leo's Depot

Potential Future Articles

The Santa Fe CF – 7

Tortoise Installation Made Easy

Doctor Dick

NMRA LSD Spring Meet

NEXT ISSUE

**Building a Large
Sawmill/Pond Complex
Part 25 – The Scratch Built Parts**

Resin Casting

Painting the Model Railroad Mural

Trees of the McKenzie Brothers

Rochester Model Rails

E MAGAZINE

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