

Rochester Model Rails

Dedicated to Quality Model Railroading

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The Oil Creek and Titusville Alco S-2 #75, with her new paint, waits patiently for spring in Petroleum Centre, PA.

The Beauty of Nail Polish by Dick Roth

Fun with Tortoise (Turtles) and NCE Switch-Its

RTV Mold Making and Resin Casting by Bill Estes

The NMRA Lakeshores Division Meet – April 9, 2011

Scenes from Gary Patterson's O Scale Model Railroad by Gary Patterson

Building a 1:87 Scale Sawmill - Part 25 – Scratch-Built Items by Richard Senges

RTV Mold Making and Resin Casting – Part I

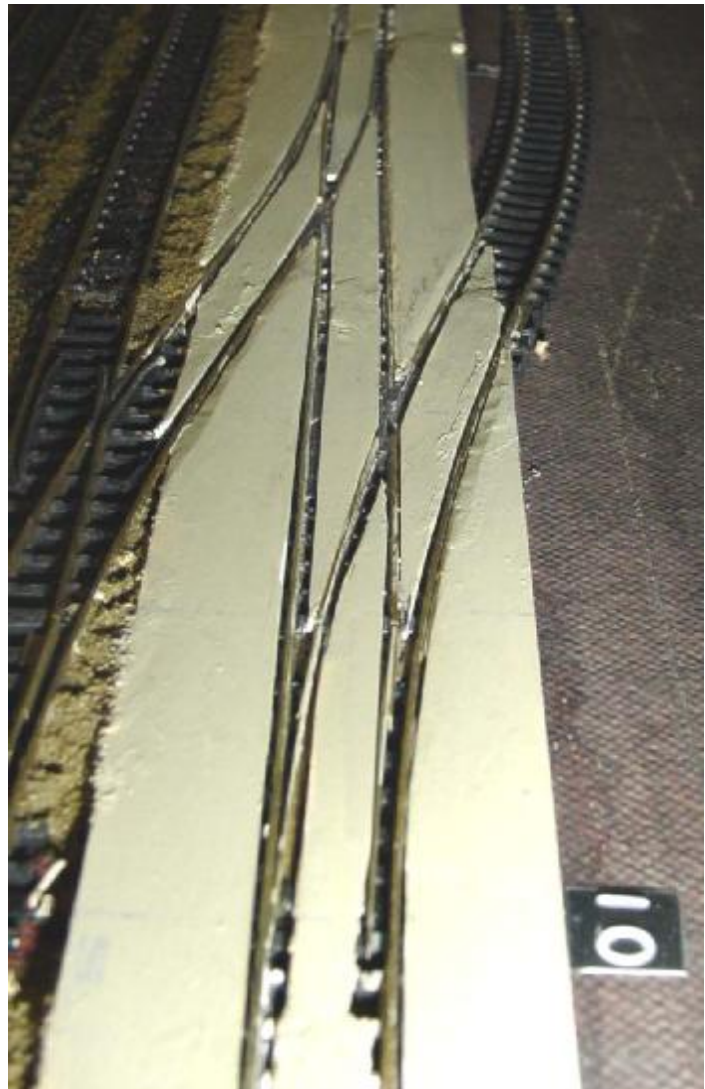
by Bill Estes

When I retired in 2003, I had to give up my large home layout. My wife and I moved into a small apartment, while we hunted for our retirement home. I wanted a small layout that would fit in an apartment. The "Model Railroad Planning 2003" contained a 1-foot by 4-foot switching layout, designed and built by Bernie Kempinski. The plans included multiple turnouts in a street.

In order to have pavement surrounding the turnouts I started to make sheet styrene inserts. The pavement had to have flange ways and allow clearance for point movement. The pavement outside the rails should also fit tightly for good appearance.

Tracings of the turnout were made and the necessary outlines plotted. Pieces of styrene were scribed, cut, and sanded to fit. This work occupied over four hours for just one turnout. Five more sets were needed! There had to be a faster way!

Right: Turnouts in the street made with resin castings.



I had read several articles about resin casting. This might be an easier way to make the many pieces required. I purchased the *Alumilite* system and started planning a mold to cast duplicates.

A complete casting kit, including all the materials for mold-making, as well as for the castings themselves, and an excellent introductory 'How-To' book, is available for either 30 or 70 dollars, depending on the size of the kit and the contents.

Right: *Alumilite* Kit, includes rubber for molds, resin for castings, mold release, measuring cups, and mixing sticks.



The mold making proceeded perfectly; the cast pieces were identical to the original handmade items. This system removed the task of making the same parts over and over again.

The process was intriguing. I started experimenting with other types of castings. Experience has shown that resin casting is excellent when multiple identical pieces are needed. My work is not original, but gleaned from articles in the modeling press and experimentation.



Dascar Plastic Casting Material

It's a two part polyurethane that cures rock hard and it does it in minutes!

Warning: it gets hot, and the thicker your part the hotter it gets, so use it in layers for larger parts that can't take 140 degrees.

See the website below.

<http://www.youtube.com/watch?v=vxoLVNdSIY>

Molds and castings have now been made for flatcar loads (transformers, heat exchangers, and tarped trucks and trailers,) junk loads for gondolas, coal loads for several lengths of hoppers, water tanks, crates, window air conditioners, barrels, coke machines, culverts, portals and retaining walls. The possibilities are limited only by your imagination.

Resin casting consists of three distinct segments: #1 A pattern to be duplicated; #2 a mold; #3 castings.

The Pattern

A pattern is the item to be duplicated. This pattern should be as accurate as you wish your duplicates to be. Styrene is an ideal material, since it is smooth and may be detailed as finely as the builder wishes. Wood may be used only if you are modeling a wooden item; grain will show unless you have sealed the wood completely. There are so many techniques that could be used to make a pattern, but that is your choice.

The Beauty of Nail Polish

by Richard Roth

Most women could not go long without some fancy shades of fingernail polish. Well, as a modeler, I think it's pretty great too. I have 7 small bottles that I found at *Wal-Mart*. Each globe shaped bottle is about the diameter of a quarter with the traditional screw top complete with an enclosed brush attached to the inside.

In times past I had many small containers with drills, taps, and other similar tools. Much of the inside of the container was air since a particular one might contain drills and taps for a 2-56 screw or some such other item group. 6 or 8 occupied precious space. Instead of each size having its own container, I assigned colors to different sizes. For example 2-56 taps and screws are red, 1-72 taps and screws are green, and 0-90's are blue. Each screw and tap has a band of respective color nail polish to identify it.

Move forward to those dang blasted battery chargers for cell phones, digital cameras and my grand daughter's hand-held video game, and more problems occur. Since the chargers all draw only a very small current, a number of them can be plugged into a circuit. We have one location where all of our small electronic devices are recharged; we call it the charger shelf.

I have two brands of cameras and each takes its own charger with nearly the same plug on the end of the cord. Notice, I said nearly the same. Solution, bring out the nail polish. I select a color that matches the unit as closely as possible. My cell phone is red so I chose red. The plug for my cell phone has a red dot of nail polish on the topside of the plug. Yes, the topside so I can see quickly which side is up. My grand daughter's blue phone has a blue dot atop the plug.

Each camera has its own color as well. When my daughter bought another camera and it was the same silver as one of mine, a color different from the others was selected and a dot placed on the top of the plug and a corresponding dot on the cell phone next to the receptacle. This makes each device not only have an identified color to match plug to device, but we can quickly see how the plug is inserted.

A few different colors of nail polish might not be fashionable, but it can sure be functional.

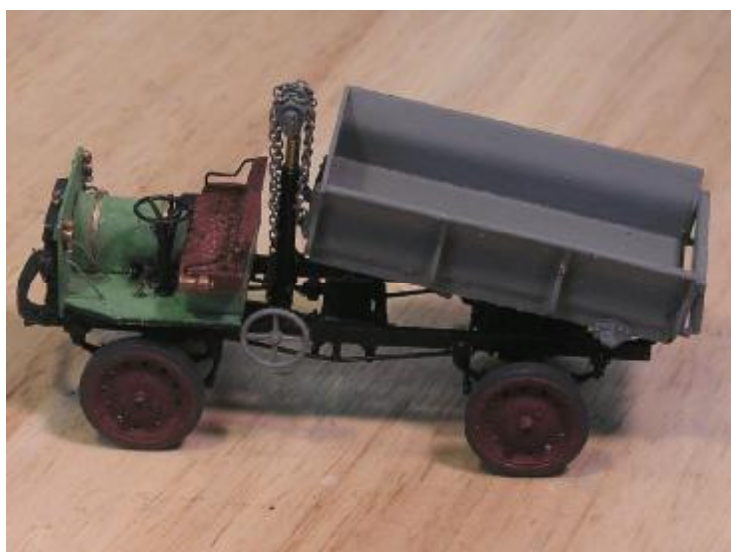
Scenes from Gary Patterson's O Scale Model Railroad

by Gary Patterson



I thought you might like to take a peek at what I just finished. It is a Nash Quad 4 wheel drive truck from the early 1900's.

This is a kit from MacKenzie Iron & Steel & I am not sure if it is still available. Many very well done castings.





Gold Nugget Coal - models and photos by Gary Patterson.



Fun with *Tortoise* (Turtles) and the *NCE Switch-Its*

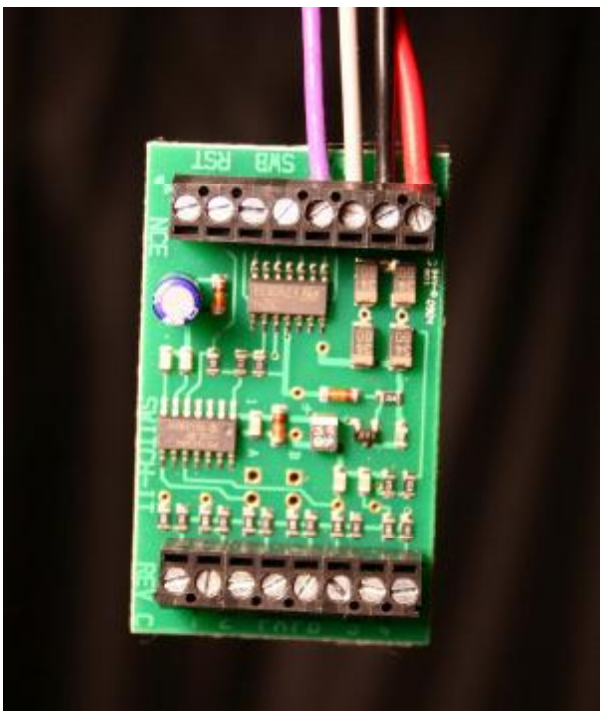
by Dick Senges

Ray Howard and Dick Senges had fun installing a *Tortoise* switch machine and two *NCE Switch-Its* under Dick's HO scale layout. Ouch – we are getting too old for this stuff!

Left: *Tortoise* switch machine with screw terminals attached.

Below Right: The *Tortoise* switch machine with out the turnout wire.

Below Left: A *NCE Switch-It* with the two power (TRK – track red and black wires) and the two (SWA –switch machine – purple and gray wires) attached. See wiring diagram – page 10.

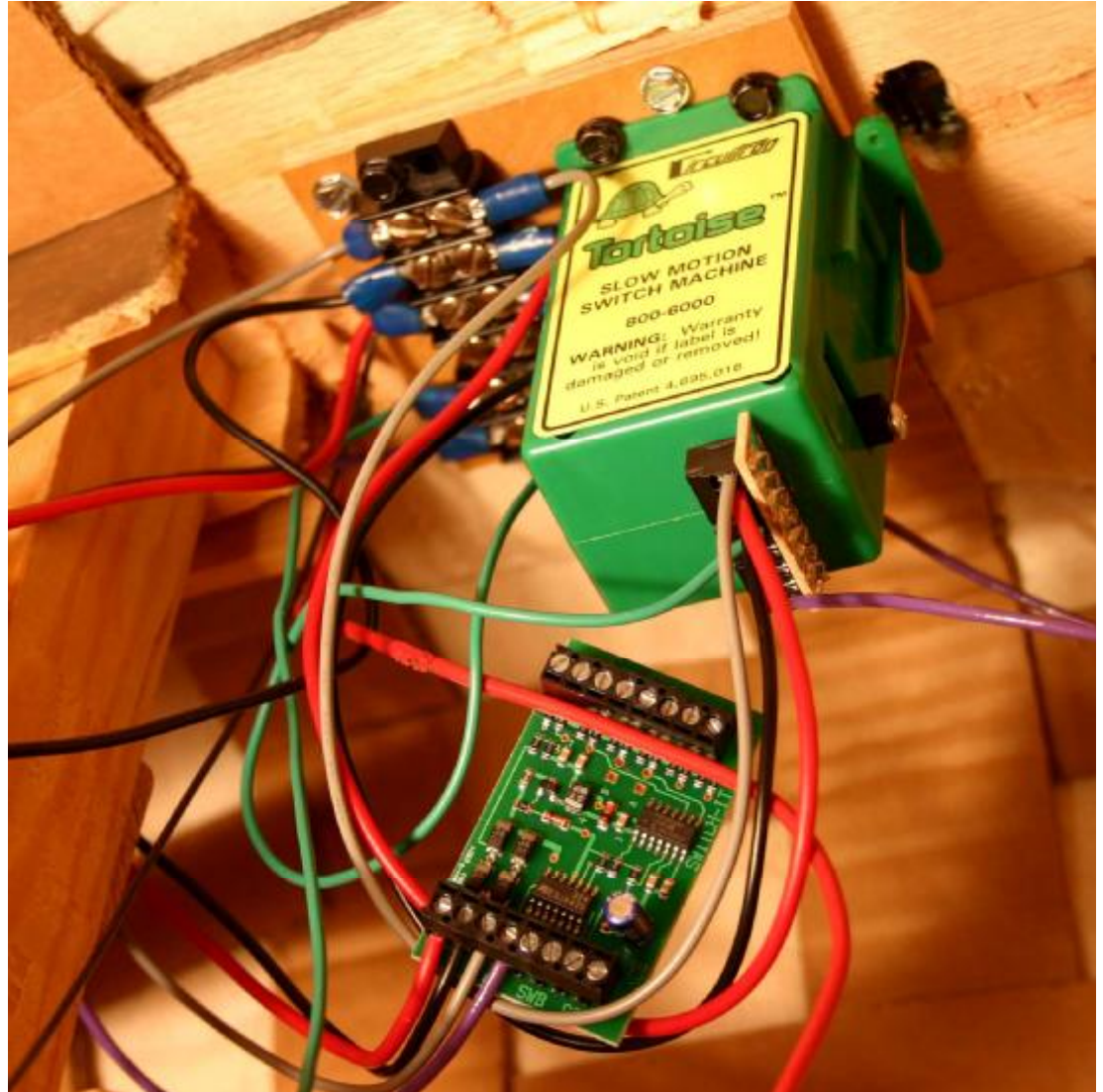


Right: The *Tortoise* and a terminal block are attached to a block of wood which is screwed to the sub-roadbed using hex screws. The *Switch-It* is wired to the terminal block. The wiring will be neater in the future.

Below: Another *Switch-It* with temporary wiring using no terminal block since the *Tortoise* on this turnout was already mounted.

Lower Right: Image of the black and red bus wires and the red and black leads – see the *Wiring Diagram* on page 10.

Each of the six districts has its own label – Logging for District #4. The label is computer printed on card stock and covered with 3M packaging tape. The label is attached with a tie wrap. The leads will be soldered later.

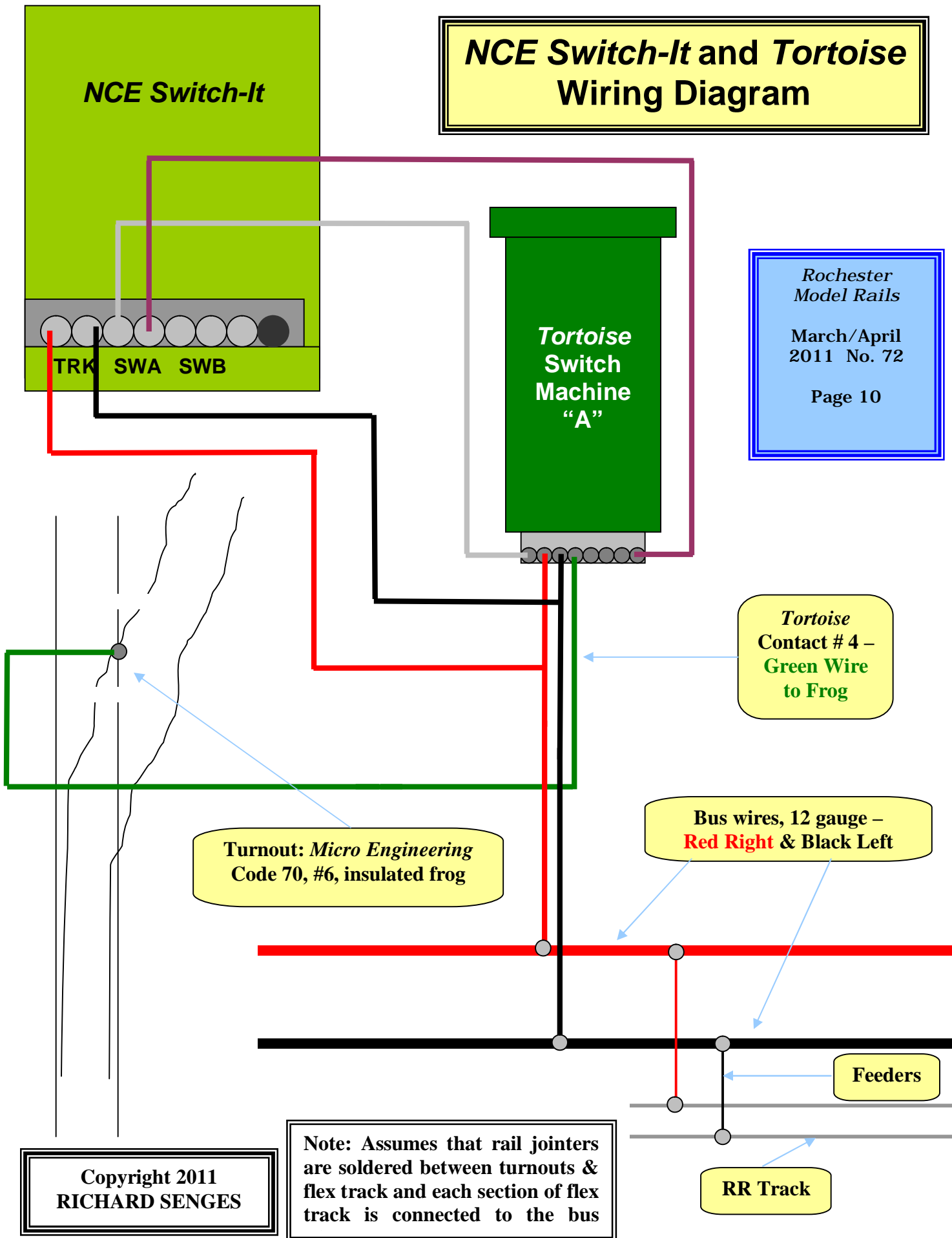


NCE Switch-It and Tortoise Wiring Diagram

Rochester
Model Rails

March/April
2011 No. 72

Page 10



Tortoise
Contact # 4 –
Green Wire
to Frog

Bus wires, 12 gauge –
Red Right & Black Left

Turnout: Micro Engineering
Code 70, #6, insulated frog

Feeders

RR Track

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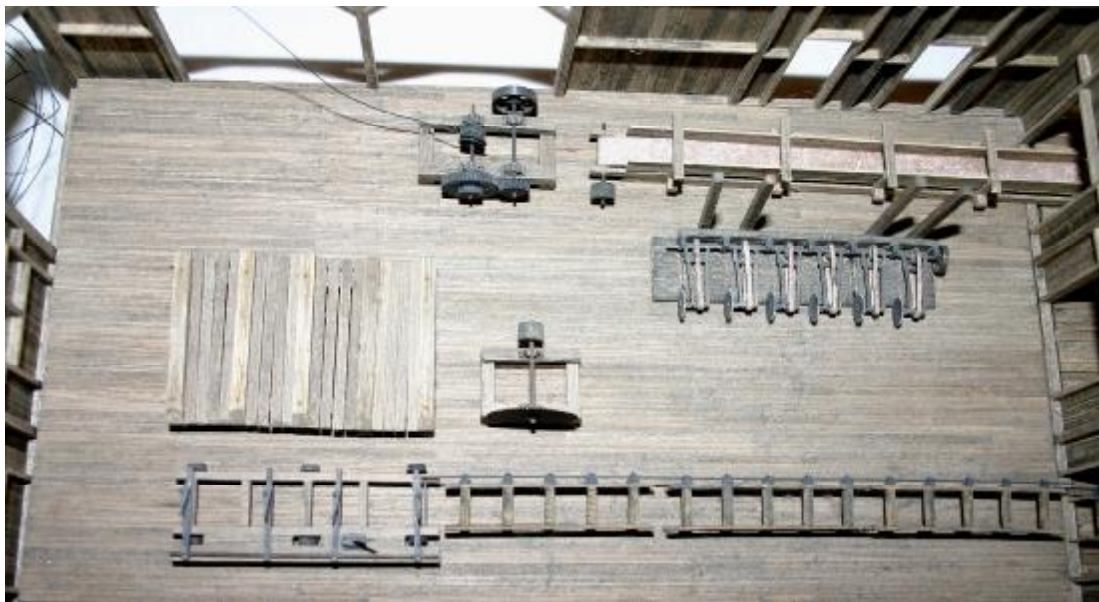
Note: Assumes that rail jointers
are soldered between turnouts &
flex track and each section of flex
track is connected to the bus

Building a Large 1:87 Scale Sawmill I

Part 25 – The Scratch-Built Equipment

by Richard Senges

In Part 24 of the Sawmill Series we discussed the construction of the scratch-built Log Pond Catamaran. This issue we will look at other scratch-built equipment.

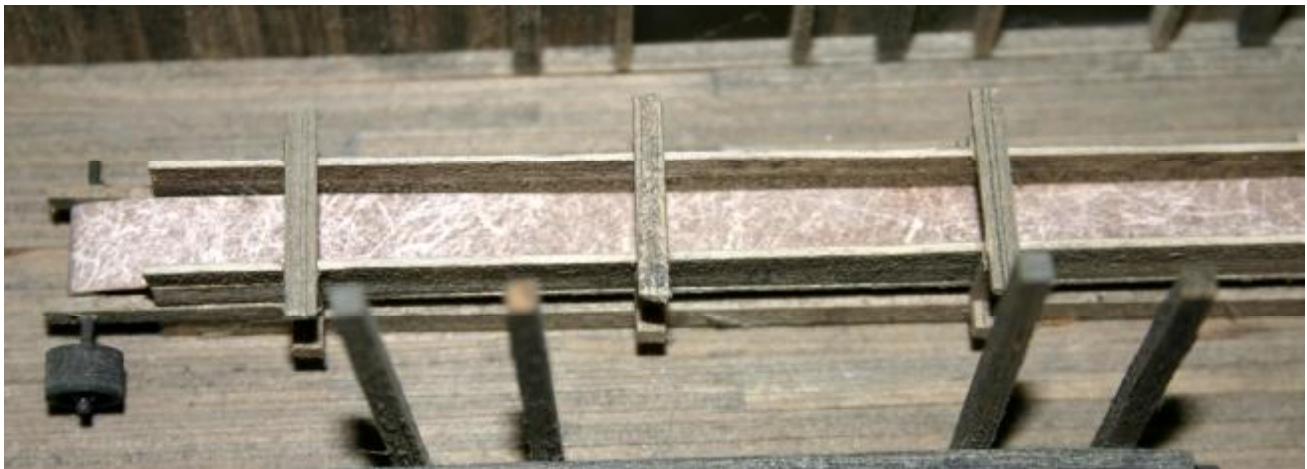
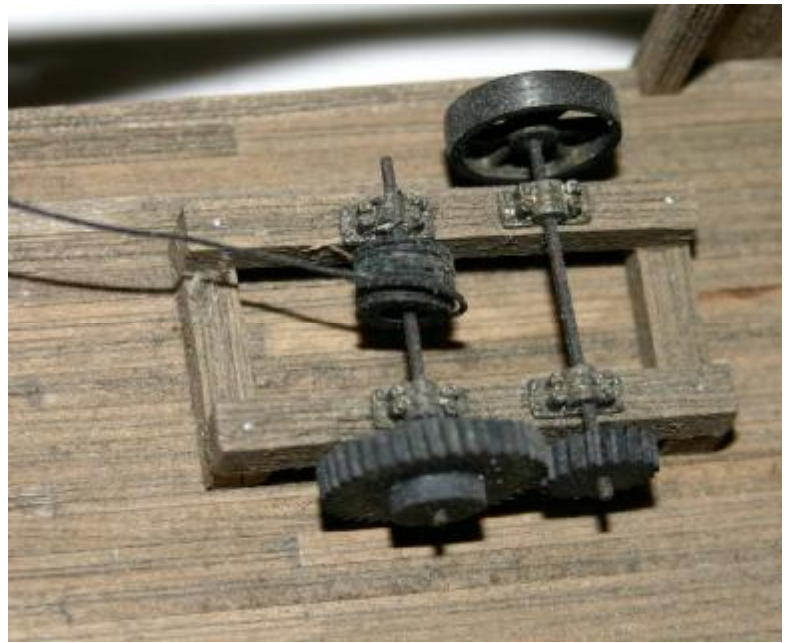


Left: The “Old Mill” with some of the scratch-built equipment the *SierraWest* kit did not include.

Left Below: The log carriage.

Below: The saw and husk. Since this is the “Old Mill”, there is no top saw as there is in the “New Mill”.





Upper Left: The log deck.

Upper Right: The log haul with real cable.

Center: The slab conveyor.

Lower Right: This transfer table was necessary for the “New Mill” as the “New Mill” was enlarged from the original *SierraWest* sawmill kit by 50%. This expansion allowed for the placement of proper prototype mill equipment such as edgers, live rolls, slasher, trimmer, etc.



Next Issue – The Dead Rolls

**National Model Association, Niagara
Frontier Region, Lakeshores Division
Spring Meet – April 9, 2011
Hammondsport, NY**

The Lakeshores Division (LSD) of the NMRA is having their Spring Meet in Hammondsport, NY, April 9, 2011. NMRA members and their guests are welcome.

The Meet will be held at the Glenn H. Curtis Aviation Museum just south of the village of Hammondsport on Route 54. The LSD will have use of the 75 seat theater for the morning. A \$5.00 fee will cover admission to the Museum for the day. No Meet fee.

Activities will start at about 8:30am – coffee, donuts and socialization. Then at 9:00am or so, there will be a series of clinics. The first two on the “History of the Bath and Hammondsport Railroad” given by Dick Perry and Dick Honeyman (Dick Honeyman’s father was President the B & H RR).

The third clinic will be a *Power Point* Presentation on “Modeling the Bath and Hammondsport Railroad – Hammondsport Yards” by Dick Senges. Dick will show what the original structures looked like in the early 1900s and how he modeled them on his HO scale model railroad. *See image of the model RR on the next page.*

The afternoon activities will include tours the Aviation Museum, Ned Spiller’s HO scale model RR, the B & H RR model railroad at the Pleasant Valley Winery, wine tasting for those interested, and a drive buy look at three of the original Hammondsport buildings – the B & H Passenger Depot, the B & H Engine House and a Hammondsport Power House. We will discuss these three structures in the morning session.

For images of the B & H RR, go to the Home Page of www.OilCreekRailroad.com Go to [Photo Gallery](#), then to the Bath & Hammondsport RR section. For history, go to the “[History](#)” section of the website and click on “Jump to the History and Chronology of the Bath & Hammondsport RR” icon for History of the B & H RR. For more B & H RR articles, go to the [Index](#) on the Home Page.

**National Model Association, Niagara
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Spring Meet – April 9, 2011
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The model railroad of Dick Senges of Victor, NY. This scene depicts the Bath and Hammondsport Railroad yards looking south. Keuka Lake is on the left – east. This model railroad will be discussed at the April 9, 2011 LSD Meet in Hammondsport, NY.

Potential Future Articles

The Santa Fe CF – 7

Tortoise Installation Made Easy

Doctor Dick

NMRA LSD Summer Picnic

NEXT ISSUE

**Building a Large
Sawmill/Pond Complex
Part 26 – The Dead Rolls**

**Painting Backdrops
with Amy Colburn**

Resin Casting – Part II

Trees of the McKenzie Brothers

LSD Spring Meet

Rochester Model Rails
E MAGAZINE

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