

# *The New Rochester Model Rails*

*Dedicated to Quality Modeling*

VOL. 12 NO. 87

ROCHESTER, NY

SEPT./OCT. 2013



Scene from the Nantucket, MA, Whaling Museum – Model of the Nantucket Railroad

## **The Nantucket Railroad, 1881 - 1918**

**Nantucket Model Railroad, Whaling Museum, Nantucket, MA**

Track Cleaning at the Nantucket Whaling Museum, Nantucket, MA, 2013

**Building a 1:87 Scale Sawmill - Part 40** *by Richard Senges, MMR*

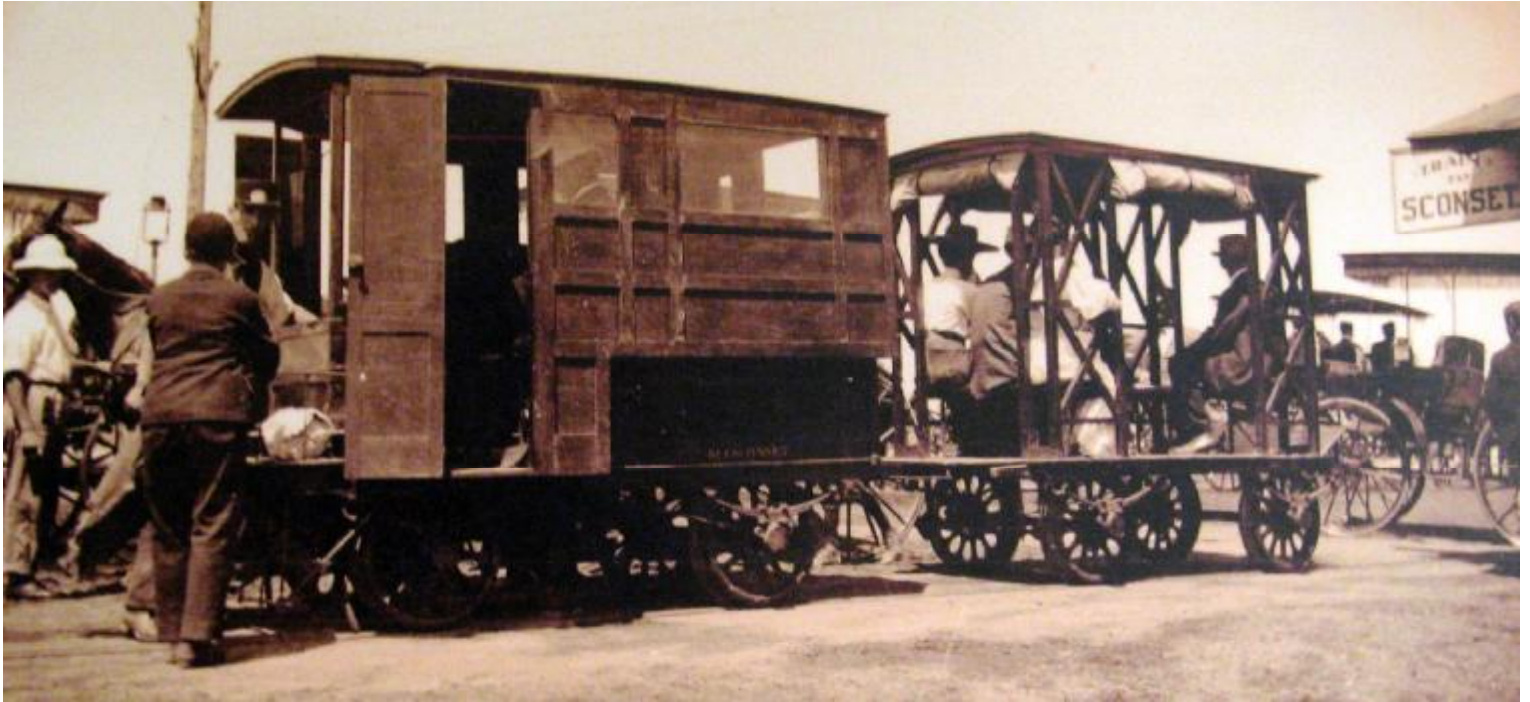
# Scenes from the Nantucket Railroad 1881 – 1918 Nantucket Whaling Museum 2013

*Photos and Text by Richard Senges, MMR*

## THE FATE OF Nantucket's Railroad

Nantucket had its own railroad between 1881 and 1918. The railroad company sold the rails, engine, and cars and the buyers sent them off-island—but their ultimate destinations aren't entirely clear.





Scenes from the  
Nantucket  
Model Railroad

Nantucket Whaling  
Museum 2013

*Photos and Text  
by Richard Senges, MMR*





# Track Cleaning Advice for the Nantucket, MA Whaling Museum

by Richard Senges, MMR

Tony -

RE: *Model RR Maintenance*

Some comments (my opinion) for you relative to maintaining your model RR.

## Track Cleaning

One must clean the track periodically. I use lacquer thinner on a small piece of dense felt - 1 3/4" x 1 3/4" x 5/16". I dip the felt into the lacquer thinner slightly and then rub it on the track. For hard to reach places, I use a stick to push the felt along the track. This is probably the "best" cleaner, but it has some drawbacks. It smells. You do not want to breathe it. It will eat plastic. But it really cleans the track well.

You can also take a Q-Tip and carefully clean metal wheels on the locomotive. Do not touch plastic or plastic wheels. Turn the loco upside down and carefully clean each metal wheel. If there are metal contacts, clean these also. After I clean my track and metal wheels, I put the felt in my paint booth and exhaust the fumes. Or you can just set the felt outside to dry.

Other folks use other cleaners such as acetone, isopropyl alcohol, denatured alcohol, or a commercial track cleaner. These will work and have less smell, but in my opinion, do not clean as well.

Never the less, model RR track and wheels need cleaning. Plastic wheels collect dirt and must be cleaned frequently.

Some folks use *Bright Boy* from *Walthers* - a very abrasive eraser. I would not advise this as it will scratch the track. Then the nickel-silver track will attract more dirt. I use a less abrasive thinner eraser type material - 2" x 3" x 3/4" - no brand name. This would be used if the track is oxidized and the lacquer thinner is not cleaning the track properly. Also I use 600 grit sandpaper wrapped around a piece of *Homasote*.

Once a track is clean, it is easy to keep it clean using lacquer thinner.

## Running Backward

Never a really great idea to run a train (cars and engines) backward as the engine is pushing the cars and not pulling the cars. Problems occur especially when pushing on a curve or S curve. The problem is exacerbated by cars of different weights and also couplers that are not exactly aligned, both vertically and horizontally. I avoid doing this on my layout except for minor switching operations. Also, I use powered graphite on the moving parts of the couplers so they work properly when coupling. Switching operations on model RRs are not manually, not using automatic automation.

I noticed that you are running only the engine forward and backward. And from our conversation, you may have done this with cars in the past. Running the engine only may not be such a bad idea considering all factors. If one was to run a train backward, one should run very slowly especially through turnouts (switches) and be careful not to derail. For your automatic automation display, doing this with cars attached I believe would be difficult unless you have perfectly straight and level track, and cars properly weighted.

## Engines

With the amount of running that occurs in a museum, you will actually wear out an engine and the wheels. So you may want a couple of new spare engines on hand. Engines today are inexpensive and not worth fixing per se. Not sure what you are running, but it looked like On30, that is O scale, narrow gauge, 30" gauge. *Bachmann* makes some good On30 engines. You can get these at a good price from *Micro-Mark*.

Hope this helps.

Richard Senges,  
Master Model Railroader # 483

# Building a Large 1:87 Scale Sawmill I

## Part 40 – The Drive System – First Look

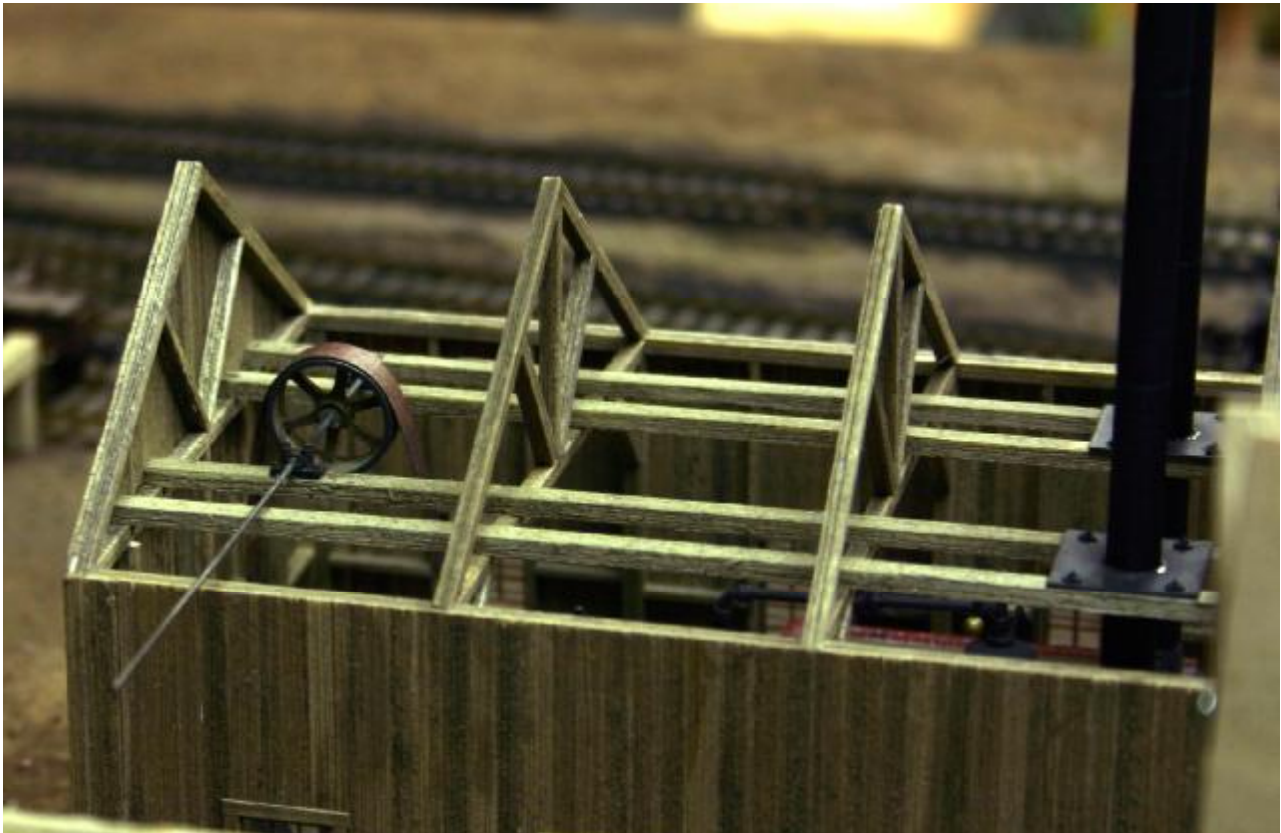
*Text and Photos by Richard Senges, MMR*

In Part 39 of the Sawmill Series we viewed the model of the scratch-built Lumber Track Trestles. This issue we will take a quick look at the progress of the drive system starting at the Boiler House and progressing to the Old Mill and then to the New Mill. The scratch-built drive system is expected to be completed during the winter of 2014.

The image below shows the boiler house from above. The steam engine drives the large steam engine pulley which drives the main pulley which drives the main or primary shaft. This shaft is mounted on two pulley blocks. The main belt connects the two pulleys – see *image below*. The belt is scratch-built using parchment paper and a photo quality *Canon i9900* printer. Variegated brown color was printed on both sides of the parchment paper and the edges colored using color pencil. The main shaft runs over to the Old Mill. The shaft will be inserted into the structure on the right after it is located between the Boiler House and the Old Mill. The top image on page 9 shows the Boiler House shaft from the other side.







Below: The image below shows the framing, shafts and pulleys of the Old Mill. The framing is now held in place temporarily by clothes pins. The next step is to attach the wood frame permanently and then attach paper belts from the drive pulleys to the each of the mill equipment pulleys. You can observe how the main shaft powers the secondary shaft which in turn powers the tertiary shafts. Also observe how the main shaft powers the Old Mill saw.

Below – Bottom Center: The end of the main shaft will be inserted in the wood structure shown on page 8 which will span between the Old Mill and the New Mill hiding the ends of the main shaft.





**Above and Below: Belts of the New Mill. The main shaft will drive the New Mill main saw. Pulleys and belts from the main shaft will drive the secondary shafts and tertiary shafts. Belts will then be dropped from the pulleys to the pulleys on each of the mill equipment. Belts will be superglued in place.**

**The wood drive frame will be glued to the sides of the New Mill and a few vertical posts will be added for support and effect.**



**Editor and Publisher**  
**Richard A. Senges, MMR**

**Videography**  
**Bill Parker**

**Web Master**  
**Dr. Sam Pennise**

## NEXT ISSUE

**Building a Large 1:87  
Scale Sawmill Part 41**

**Update: Matt Kovacic's New  
On30 Layout**

**Update: The On30 Model RR of  
Sam Pennise**

*Rochester Model Rails*

**E MAGAZINE**

1231 Wellington Drive, Victor, NY 14564

### NOTICE

All articles published in the *Rochester Model Rails* are strictly the opinions of the authors and do not necessarily represent the opinion of the *Rochester Model Rails* management. The authors solely take full responsibility for their opinions, comments, drawings and images.

All content in this website ([www.oilcreekrailroad.com](http://www.oilcreekrailroad.com)), including all html files, PDF files and digital image files are copyright 2012, Richard Senges. All rights reserved.

### Columnists

- Leo Adamski
- Gerald Brimacombe
- Bill Carr
- Fred Cupp
- Peter Darling
- Bob Fewel
- Jim Hutton
- Betty James
- Ray Howard
- George Irwin
- Bob Lennox
- Steve Levine
- Jack Matsik
- Dave Mitchell
- Lou Nost
- Joe Palmer
- Gary Patterson
- Dr. Sam Pennise
- Dr. Richard Roth
- Harold W. Russell, MMR
- Frank T. Smith
- Gordon Spalty
- Ned Spiller, MMR
- David L. Thompson
- Otto Vondrak
- Florence Wright

### Authors:

**Articles,  
digital  
images,  
drawings  
and  
plans  
welcome.**



[www.railroadmuseum.net](http://www.railroadmuseum.net)