

Rochester Model Rails

Dedicated to Quality Model Railroading

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Dick Senges, editor and publisher of the *Rochester Model Rails* and Nate Stone of Savannah, GA in front of # 223 at the Georgia State Railroad Museum in Savannah.

NMRA Lakeshores Division Summer Picnic

Norm Wright – First Editor of the *RMR* – *End of the Line*

Nate Stone's Clinchfield Northern Railroad – Part II by Nate Stone

Building a 1:87 Scale Sawmill - Part 28 – Log Car # 6 by Richard Senges

End of the Line – Norman E. Wright First Editor of the *Rochester Model Rails*

Norman E. Wright, Sr., of Brighton (Rochester, NY), died peacefully, surrounded by his family, on Sunday, June 26, 2011.

Survived by wife of 60 years, Florence “Tiny” Wright ('54); son Norman (Cathy); daughters Nancy (Gregg) Bender, Nita (Brett) Barback, Noreen (Rob) Cherry, and Norma Wright (Valerie Goodfriend); eight grand-children: Martin, Clara and Ben Wright, Rebecca Kelliher, Daniel Kennison, Christina Hansen, Sheralyn Bender, and Angela Collins; 10 great-grandchildren; brother Donald (Nancy) Wright, sister Debbie (Dave) Fox, nieces, nephews, cousins and many friends.

Norman Elwyn Wright was born July 28 1930, Rochester, N.Y. He graduated from Hilton High School in 1947; attended Denison University at Granville, Ohio; enlisted in the U.S. Air Force December 1950. Stationed originally at Keesler Air Base, Biloxi, Miss., he completed Career Guidance training (Personnel Specialist) at Lowry Air Force Base, Colorado. He later served as an Information Specialist at Ashiya Air Base, Kyushu, Japan, where he was sent in October 1952.

There he became editor of the base newspaper (*Ashiya Breeze*). He was awarded the Korean Service Medal with two battle stars, the United Nations Service Medal, Republic of Korea Presidential Unit Citation, Air Force Commendation Medal for writing an official Air Force History of his troop carrier unit, the Good Conduct Medal, and National Defense Service Medal.

His military assignments were managing personnel records and Information Services, the latter of which included editing base newspapers, writing for the *Pacific Stars & Stripes* while overseas, and sending news releases about personnel to their home-town newspapers. He was present to “cover” the Korean armistice for various newspapers.

Following discharge from active service, he was employed at the Rochester Products Division of General Motors until fall of 1955 when he entered the employ of Sikorsky Aircraft Co. in Bridgeport, Connecticut as a technical writer for the company. Within a year he became sports editor and later assistant editor of the *Milford Citizen* until 1965. He moved on to the *Bridgeport (Conn.) Post-Telegram* as county editor until 1967 when he took over as editor of the *Southington News* at Southington, Conn. He returned to Monroe County in 1971 to accept the position of managing editor of the *Genesee Valley Newspapers* (later *Post Newspapers*) at Pittsford, N.Y. He then joined Rochester Institute of Technology as a communications specialist and advanced to the position of Director of Communications over the next few years.

In 1973, he accepted the challenge of helping pioneer the creation of alcoholism and drug abuse treatment efforts in the broad area of Western New York State, where no formal programs ever had been offered. Over the next 20 years, he became the founding treatment director of five chemical dependency agencies. He retired from Huther-Doyle and the chemical dependency/substance abuse treatment field in 1993 after earning the unofficial title of “architect and dean of treatment for substance abuse and dependency in the Finger Lakes areas.” He once referred to the years he spent in this field as his ministry. Friend of Bill W.

In his retirement, he had been most active in model railroading and stamp collecting (particularly railway philately), and was author/editor of a published 700-page handbook on *World Railways Philatelic*, with more than 25,000 items (postage stamps picturing trains and railroads) listed and described. He has been an active and/or supporting member of numerous railway, model railroad and philatelic organizations, both in the U.S. and abroad, including the Rochester Philatelic Association..

Norman said he has been “a lifetime ecumenical Christian,” belonging to and serving in Baptist, and Presbyterian churches, and most recently Atonement Lutheran Church in Brighton. He served as a Deacon, an Ordained Elder, and Clerk of the Session in the Twelve Corners Presbyterian Church in Brighton. During his last year in high school, and while at college in Denison, he was a registered student minister and often led services and preached at remote Baptist churches in Ohio.

He was a 50-year member of Hilton’s Clio Lodge, Free and Accepted Masons. Active in veterans’ organizations over the years, he was also a member intermittently of four posts of the American Legion.

Memorial donations may be made in his name to the Open Door Mission, P O Box 14236, Rochester, NY 14614 or to Atonement Lutheran Church, 1900 Westfall Rd., Rochester, NY 14618.



The Clinchfield Northern Railroad – Part II

by Nate Stone

Track Plan

The Clinchfield Northern is designed for train watching as well as operation. A mainline run from Beaumont Yard to Elkhorn City is 224 ft, with additional runs of 94 ft on the Bostic/Brice loop, 67 ft on the Fremont Branch, and 78 ft on the Pinoca Branch. This yields a total of 463 ft for mainline operation.

The main is single tracked with passing sidings. Siding length is established at a minimum of 17 ft to accommodate unit coal trains. Yard plus staging trackage totals 270 ft.

The track is supported by Homasote roadbed over 1/2" plywood sub roadbed on T-risers. Code 83 flex track is used in foreground scenes, with Code 100 *Truescale* and flex track in tunnels and remote staging. All visible curves are spiral eased and superelevated. Mainline turnouts are No. 8 or greater. Yard turnouts are minimum No. 6.

Layout Control

Track power is installed in a consistent, repeated pattern to simplify troubleshooting. The layout is wired in sections, and a #14 wire distribution bus with soldered rail



Right: The Popup is built to give easy access to a double tracked scene in the next valley. One inch plastic mesh is stapled to a light weight wooden frame and then covered with industrial grade cleaning towels soaked in *Hydrocal* (hard shell). One of the tunnel portals and its visible lining are included in the lift-out, by stapling corrugated forms to the subroadbed, draping plastic wrap over them, and applying the hard shell. (The plastic wrap on the portal forms and along adjacent scenery and sub-roadbed allows the hard shell to shape... but not to stick.) After the hard shell dries, forms and plastic wrap are removed, and scenic color and trees applied. A hook, rope and pulley system complete the popup, and make it very easy to use. *See the four images below.*

feeders powers each block. DPDT block toggles allow isolation of each power block. Double pole, 6-position rotary selector switches permit any one of 6 DC Throttles or DCC boosters to be assigned to blocks.

All wires from the main control panel connect to a main terminal board, which feeds terminal blocks throughout the layout. Turnout control is provided by a 50V capacitive discharge switch machine power supply. Pushbuttons select position, and twisted pair #24 wires feed turnout locations.

Both solenoid and stall motion switch machines (via additional 12VDC supply and reversing snap relays)

The entire layout is controlled from the main control panel for dispatcher operations, or from fascia mounted remote panels for casual sessions.



The Pop-Up in the raised position held up by Nate Stone.



Scenes from the NMRA Lakeshores Division Annual Picnic



Number 112 sits read for duty at the Finger Lakes Live Steamers National Model Railroad Association Lakeshores Division Picnic on July 23, 2011.







Building a Large 1:87 Scale Sawmill I

Part 28 – Log Car # 6

by Richard Senges

In Part 27 of the Sawmill Series we discussed the construction of the Logging Caboose. This issue we will look at Log Car # 6. The next few issues will discuss logging railcars and then we will return to the sawmill complex.

The article will be in three parts: first the Description and the Drawings, then the Parts List and Instructions, then the actual Logging Car Parts and Finished Car.

Description

The Logging Car # 6 is a custom car in that it is similar to the Grasse River Logging Car so often seen in books and also manufactured by *Keystone Locomotive Works* of Pulteney, NY, but the car is designed to take *Kadee # 158* couplers, so the space for the coupler pocket is somewhat larger than the prototype. The car is much more complex than the *KLW* kit is that all the parts are individual parts and 46 parts are custom fabricated while 146 were commercial parts. The NBW detail alone consists of 102 individual parts.

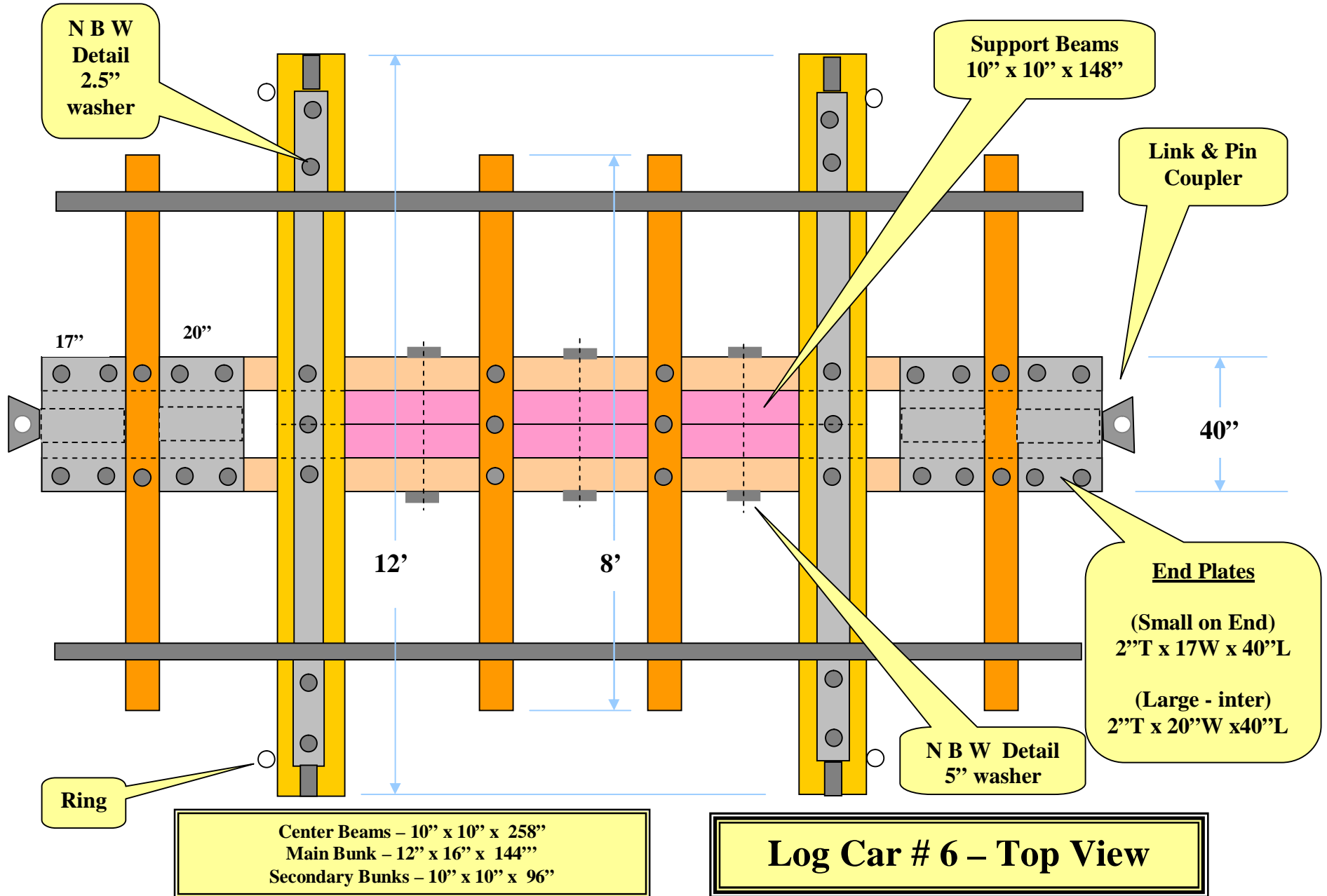
The car consists of four main beams, two of which run the length of the car. These four beams are 10" x 10", the center ones being shorter to allow for the couplers. These beams are held together by three large NBW that transverse the beams. Inserted into the end of these beams are the drawbars. Coupler plates cover these drawbars held in place by a series of nut bolt washers – see drawings. Links and pins are inserted into these drawbars.

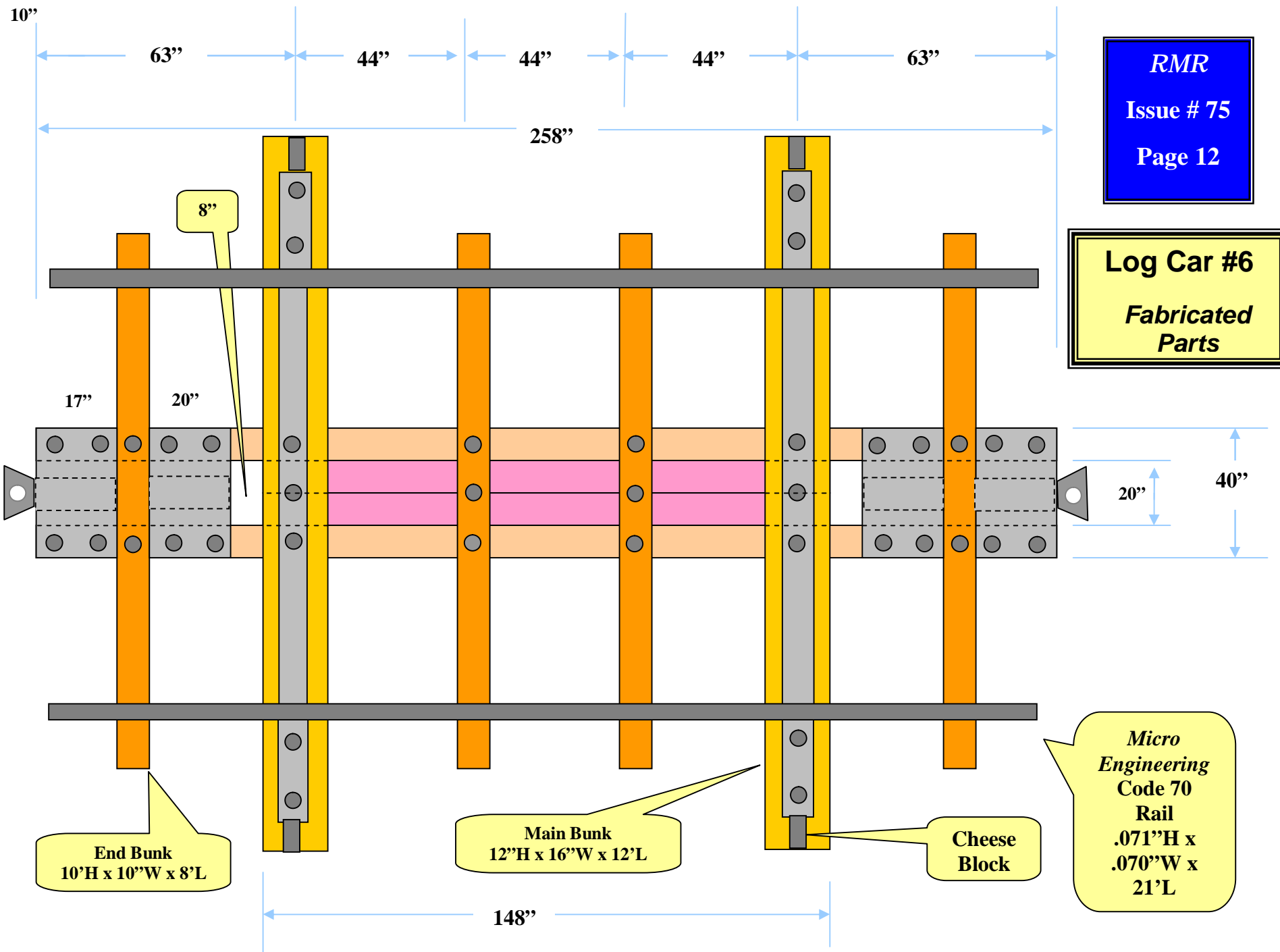
There are six bunks; two large 12" x 16" x 12 feet long and four smaller bunks measuring 10" x 10" x 8 feet long. The smaller bunks are bolted through the beams using NBW. The large beams are more complex in that they have a 4" x 14" wood rail support piece topped by metal strap. The metal strap and wood plate are bolted to the beam. Cheese blocks, to hold logs on the car, are at each end of the main bunks. Also, tie down rings are located on each main bunk.

Micro engineering code 70 tops all the bunks which accommodates the Barnhart Load Loader that would run across the top of this type of car. This rail was spiked with 16 Micro engineering "micro" spikes. Other detail parts consist of chains to hold the logs, a peeve and a saw for added detail effect.

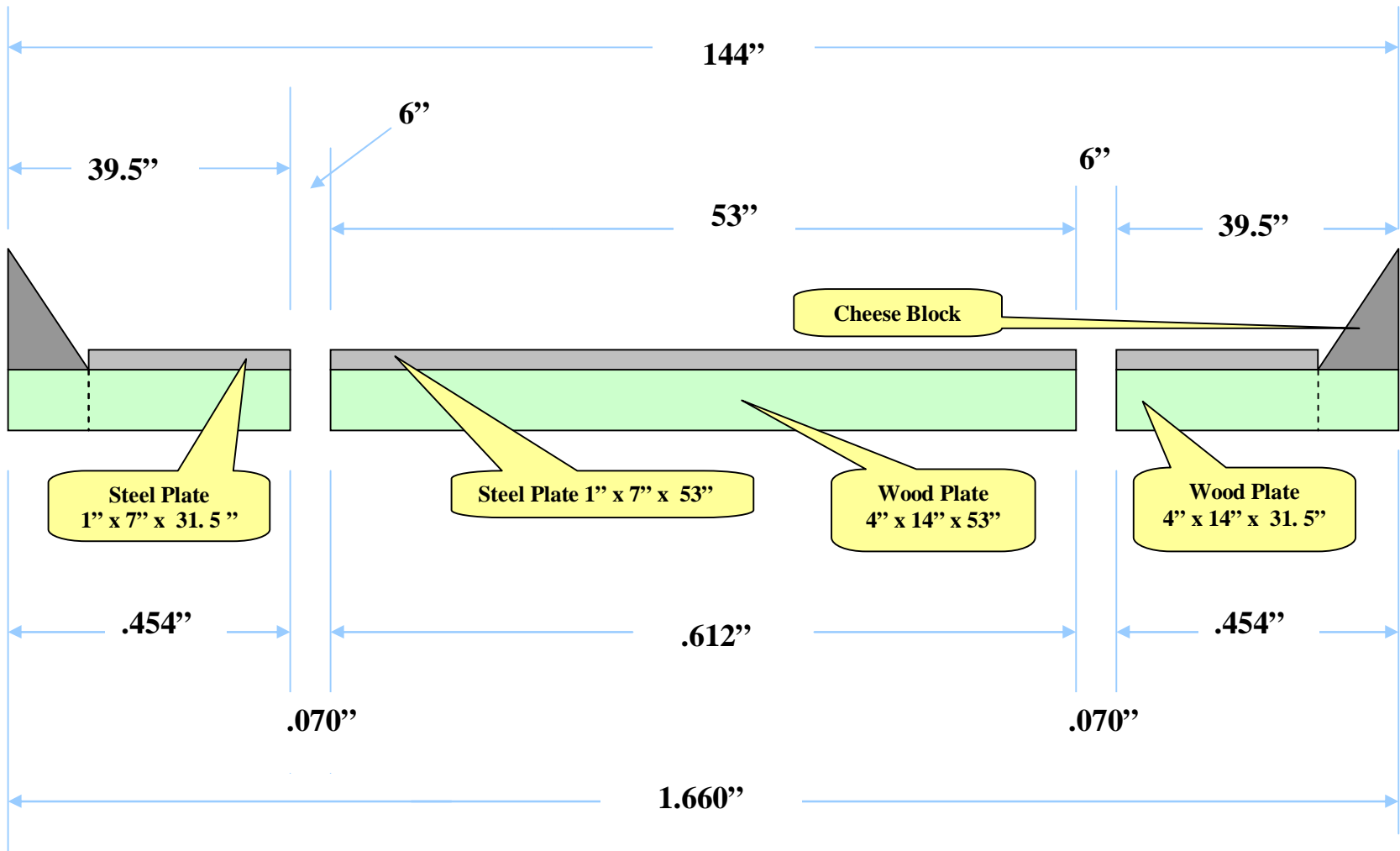
Drawings

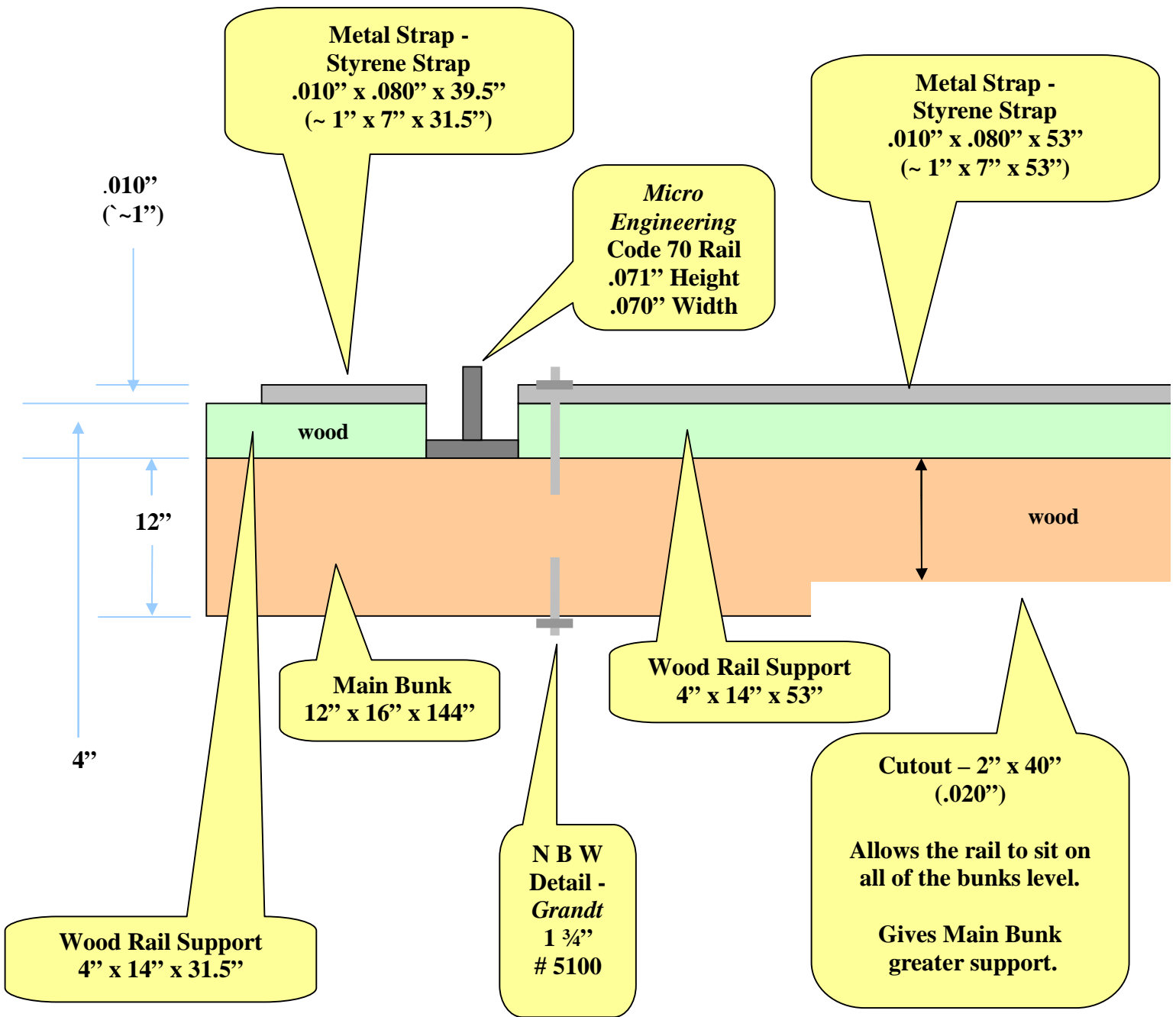
See the next four pages for the detailed custom drawings. Next issue – the Parts List and custom written Instructions.





Log Car # 6 – Drawing # 2 – Main Bunk
Wood Bunk Plate Spacing
Fabricated Parts





Log Car # 6 - Main Bunk - Side View
Fabricated Parts

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NEXT ISSUE

**Building a Large
Sawmill/Pond Complex
#6 Logging Car
Part 29 – Sub-Part II**

Railroad Stamps

R & E RR, Fishers, NY Depot

Rochester Model Rails

E MAGAZINE

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