

# *Rochester Model Rails*

*Dedicated to quality model railroading in upstate New York*

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**“The Centuries Pass in the Night” in this image of Gerald’s Brimacombe’s O-Scale Model.  
Photography ©2003 Gerald Brimacombe**

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Web Site:

[www.trainweb.org/rmr](http://www.trainweb.org/rmr)

# A Classic O-Scale Model: of the 1938 20<sup>th</sup> Century Limited

by Gerald Brimacombe

The brass O-scale model of the streamlined Hudson (#5450) was built by the famous Japanese model builder, KTM, and was imported by Precision Scale. My locomotive came equipped with the original streamlined tender - a rare item -, as most, for whatever reasons, have been produced with the larger PT tender. The matching brass cars were built by KMT in Japan, and were imported by Sunset Models. Because of the typical inaccuracies inherent in most models, I made many changes and modifications to both the cars and the locomotive.

The NYC oval logo on the locomotive pilot was inaccurate, as is the case on every model of a streamlined Hudson that's ever been produced, including all gauges and the recent Lionel O-scale model. Working with the original plans, I had a scale version of the correct oval engraved in tri-metal to look like the original casting on the pilot. I also had the lighted tail end sign for the observation car engraved in similar fashion. To represent the correct burnished cylinder heads, I had them plated before painting.

The real challenge and research involved the correct painting of the locomotive and cars. I spent well over a year researching the correct color scheme used on the original 1938 20th Century Limited. There is a lot of misinformation out there on this train, especially involving the exterior finishing. After locating the correct paint numbers through the assistance of the NYCS Historical Society and DuPont, I had the older paint formulas interpolated into the more modern DuPont Centari acrylic enamel. The cars and locomotive were air brushed with these enamels. The real train was originally painted with the old DuPont Duco lacquer, a nitrocellulose paint that weathered and faded quickly, especially in a steam railroad environment. Just learning to properly apply this industrial paint was another challenge in itself, and required a very safe, well-ventilated painting environment and the use of a professional mask. I would not advise anyone to use these paints, as they are not meant for amateur use.

The car interiors, including colors, Pullman, dining and postal-baggage car configurations and furnishings were also well researched and appointed. The cars are fully lighted and are occupied by hand-painted passengers. Nothing looks more ridiculous than a passenger train without passengers! It is a pleasure to view this beautiful art deco train in operation.

*A picture of this exquisite model can be seen on the cover. Note: the picture is copyrighted.*

## Russell Brook Railroad – Revisited

*by Frank Smith*

Since my last report on the Russell Brook Railroad and the 1911 suspension bridge in Cooks Falls, NY, I have obtained a newspaper report on both the bridge and railroad. The paper, the Sullivan County Review (long closed) edition in 1911 tells how the Geo. I. Treyz factory at Russell Brook had the problem of loading and unloading railroad cars at the siding in Cooks Falls, a mile and a half from the plant. It took teams of horses to take the loads of charcoal and acetate of lime to the siding then returning with lime, coal and supplies for the plant. Delays often ended up with demurrage to be paid on the railroad cars.

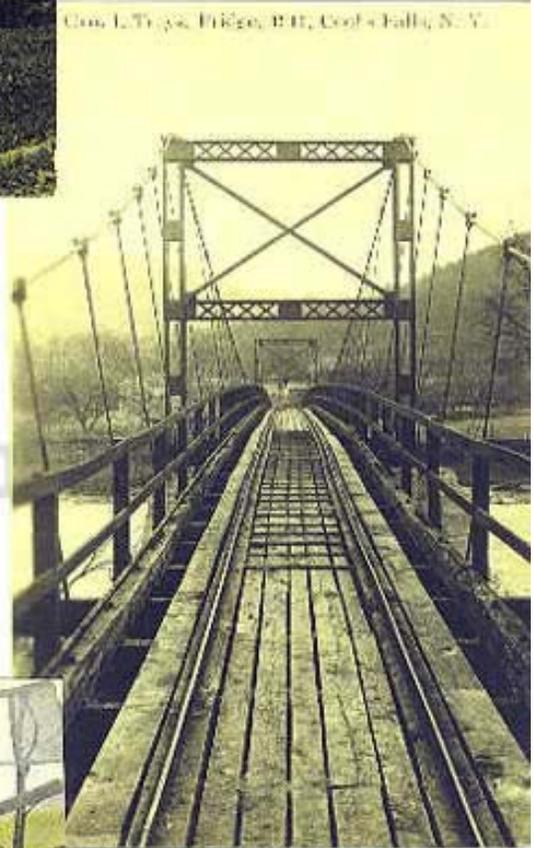
Mr. Treyz evaluated this cost and determined that by building a bridge across the Beaverkill River at Russell Brook and a siding on the New York Ontario & Western main line, his business and railroad would be more cost effective. The Roebling Bridge Co. was contracted and the 315 foot suspension bridge was built. A track was laid from the factory over the bridge to the siding. It was possible for one horse to load and unload more cars in a day than several teams had formerly been able to do in a week. By the way, the designer of this bridge (see pictures on Page 4) was the same person that designed the Brooklyn Bridge in New York City.

The Russell Brook Railroad was Mr. Treyz's undertaking. The railroad engine was never used on the bridge due to the weight of the engine and only horses were used to pull the log cars across the bridge. The railroad was designed, laid out and constructed by Mr. Treyz and his foreman, Lew Twaddell. It should be noted neither were engineers and in fact Mr. Treyz had a very limited formal education. This railroad was five miles long, with five bridges and ran on sixty pound rails. A handmade gasoline powered engine (see picture on Page 4) pulled the empty cars up the to the top of the brook. Most loaded trains coming down were six cars with 16 cords of 4 foot hard wood or 2000 ft of saw logs. Four trips could be made in a day. As a rule only two trips were made in a day as this was sufficient to keep the plant supplied.

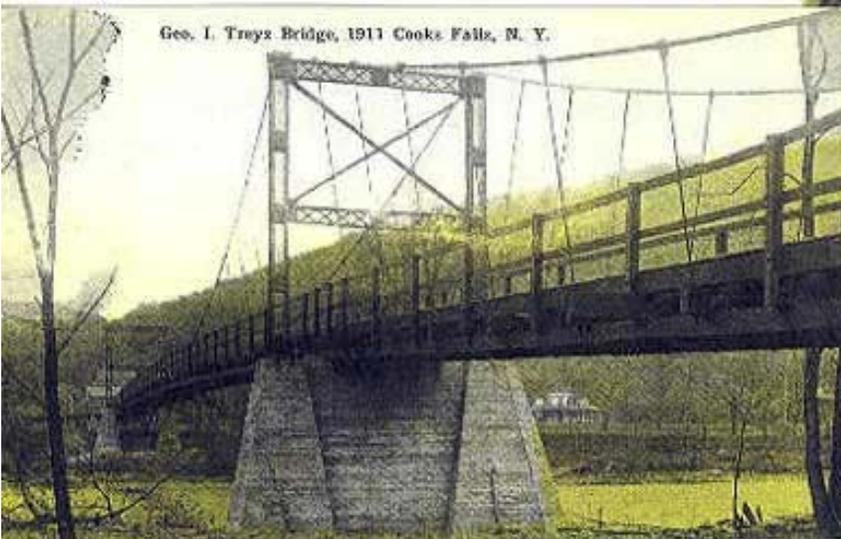
The Russell Brook factory was built, owned and operated by the Brandit & Co. It was given up as unprofitable and sold to Geo. I. Treyz in 1907-08. With updating of equipment, the new suspension bridge and railroad, the plant and sawmill were a profitable operation until it was closed and dismantled years later.



Geo. I. Treys Bridge, 1911, Cook's Falls, N. Y.



# Images of the Russel Brook Railroad





## *Ask Doctor Dick (The Scenery Doctor)*

### Ben writes:

I would like to install environmental and industrial sounds on my HO scale train layout. How should I do this?

### Doc:

I would suggest using sound modules manufactured and sold by ITTC (Innovative Train Technology Company) of West Hills, California. George Solovay, the owner, is very helpful and can even suggest some custom sounds.

To hear the “off the shelf” sounds, go to his web site: [www.ittsound.com](http://www.ittsound.com)

The ITTC sound boards run for about 30 seconds, some have two sounds per board, and can be played in a continuous mode or just once. They are easy to install and have screw down connectors already mounted on the board. Two wires go to the speaker, two to the power, and two to a switch, either monetary-on or a simple on-off switch. One speaker is required for each sound.

You may want to consider installing the switches into a panel that can be easily accessed by the train

operator, especially for the sound you want to only play once, such as the mine blast which says “ clear the mine, clear the mine, fire in the hold, fire in the hold”. Then there are three mine blasts – a really neat sound effect!

Relative to mounting the speakers, George sells various size speakers which must be installed in an enclosure to get the proper fidelity. I used a small corrugated box which I made from scrap corrugated. I hot glued the box together, and used *Wet N Shape* for a speaker cover. I then mounted the speaker under the layout near the building, stream, or industry.

To get the full effect of the sound, you must adjust the pot on the board to the proper volume using a small screwdriver. Also, space the sounds around the layout so the visitors can hear each sound without interference from the other sounds.

*To get more detailed information in installation, see the article on page 67 of the June 2003 issue of Railroad Model Craftsman – “Sound Modules on the Oil Creek RR”.*

## Photo Tips

### What do filters really do?

There are two reasons to use filters. The first is to reproduce as accurately as possible the colors in the scene and the second is to use your imagination and go wild. I will address the first reason. Filters are used to control the color balance of light. The more saturated the filter is the more effect it will have on the final results. Early morning and late afternoon make slides look reddish. An 80 series filter, slightly bluish, will reduce the red for a more daylight-balanced effect. From about 9 am until about 4:00 PM outdoor light tends to make slides too blue. Electronic flash can also be too blue. The blue can be controlled with the 81 series of filters.

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*Even if you're on the right track, you'll get run over if you just sit there." – Will Rogers*

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### ***"Wrong Side of the Tracks"***

What is the origin of this expression?

## Next Issue:

***Sticks as Structures –  
Part III***

***Medina Railroad Museum  
Offers Property Sale***

***Ask Doctor Dick –  
(The Scenery Doctor)***

## ***Coming Events***

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# Coming Events

## JULY

- 13–19: Toronto, Canada** - NMRA National Convention, Mapleleaf 2003, Contact; [www.ml2003.com](http://www.ml2003.com)  
or e-mail to: registrar@ml2003.com 150 clinics, 125 layout tours, open to NMRA members
- 17: Rochester, NY** - Rochester Chapter of the National Railway Historical Society, 7:00pm at the Rochester and Genesee Valley Railroad Museum, old Erie depot, Rt. 251

## AUGUST

- 16-17: Gettysburg, PA** – The Great Scale Model Train Show and The All American Hi-Rail & Collectors Show  
Info: hzane1@comcast.net
- 21: Rochester, NY** - Rochester Chapter of the National Railway Historical Society, 7:00pm at the Rochester and Genesee Valley Railroad Museum, old Erie depot, Rt. 251
- 21-24: Durango, CO** – Durango & Silverton Narrow Gauge Railroad “Railfest 2003.”  
For info: [www.durangotrain.com](http://www.durangotrain.com)

## SEPTEMBER

- 3-6: Denver, CO** – 23<sup>rd</sup> National Narrow Gauge Convention – see web site for more info:  
[www.23rd.nngconvention.com](http://www.23rd.nngconvention.com)
- 15-30: Rochester, NY** - *Tuesday Night Gang* meets each Tuesday night at members layouts. Contact Lou Nost at [Louis.Nost @ USA.Xerox.com](mailto:Louis.Nost@USA.Xerox.com) for more information.
- 15: Rochester, NY** – Tuesday Night Gang – First Fall Meeting
- 18: Rochester, NY** - Rochester Chapter of the National Railway Historical Society, 7:00pm at the 40 & 8 Club, University Avenue, Rochester.