

Rochester Model Rails

Dedicated to Quality Model Railroading

VOL. 6, NO. 49

ROCHESTER, NY

JANUARY 2007



Number 478 coming through the mountains on the HO_{n3} San Juan Silverton of Rick Huntrods, Colorado Springs, CO.

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LAP SIDINGS FOR GREATER VERSATILITY

by Fred Cupp

Admit it. We've all been there when we have been planning that new layout. We envision running nice long trains, whether merchandise or hopper drags. Unfortunately we may come to a situation where passing sidings take up all the available real estate. While "Lap Sidings" have been around for a long time on the real railroads, they are seldom seen in model railroading. Here then, is the explanation of what a Lap Siding can do for you.

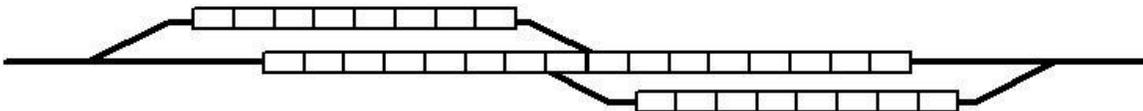
A lap siding is two shorter sidings with an overlapping of one end of each, to create, (when needed), a pair of longer sidings. They may be used as separate sidings of shorter length, allowing storage on one while still serving for passing of short trains. The basic configuration is shown below. Since there is one siding on each side of the main, the sidings also provide logical points for branch lines to connect at either end or on either side.



Simple enough when you once see it. Now for a quick look at what it can do. The first situation is passing two or even three trains, one short enough to fit in a siding and another longer train. If the longer train arrived first at a single short siding, it would have to wait on the mainline for the shorter train to arrive and enter the short siding. This would cause delays. With the lap siding, either train may arrive and enter without delay.



Now you may ask, "Why not just make it a single long passing siding and save the two turnouts"? Aha! What if there are three trains? With the lap siding, the two shorter trains may enter the shorter sidings allowing the longer train, (which would logically be preferred to keep moving), to proceed through the main track, as shown below.



Now in case you are into automatic interlocking, or computer interfacing to run your trains while you watch, this arrangement of the Lap Siding should keep you awake for several nights. You will have lots of traffic combinations to keep you busy for a while. Maybe even without the automation, you will have to carefully plan out the operation of the turnouts for the various traffic patterns. Do I have one on my layout? No, but if I had it to design over again, I would have one for sure.

I

A Model RR Club Chief Engineer's Trials and Tribulations – Conclusion

by Peter Darling

The next step was to institute a “Project and Training Night” program one meeting night each month. On this particular night one hour of the meeting is dedicated to either an “all members” project or a focused training subject, such as track laying, wiring, rolling stock upgrading, spray painting, etc. These training sessions are given either by me or another member of the club with experience in that particular subject. These sessions not only provide training, but give the members an opportunity to bring up discussion items regarding the layout, and to focus on any problems they may be having. Refreshments are always provided during these sessions. And the refreshments are always popular with the group!

In order to keep everybody “rowing the boat” in the same direction without a bunch of rules or paperwork, I coordinate with the area Superintendents and discuss how the layout is progressing at the Project & Training Nights. This provides an opportunity for everyone to express their opinion and keeps everyone informed with regards to the layout. In addition, I routinely interface with the Superintendents at the project sight to make sure the overall goals are being met.

Sometimes it is hard to measure success without some quantitative data or analysis, but sometimes the proof is in the pudding, so to speak. Since we have shifted to this method significant progress has occurred on the layout including a wholesale shift to DCC operations.



Another positive sign is that we now routinely have from 25 to 35 of the 50 members showing up on a Monday night to work on the layout. We also have members who had very little model railroading knowledge when they joined the club who are now proficient on most aspects of layout construction and operation, and are building their own layouts at home. The last item that makes me feel that we are headed in the right direction is the significant number of positive comments we have been receiving at our open houses, especially from repeat visitors.



The two areas that I have had the most difficulty with are getting members to work on scenery construction and to stick to the prototype theme of the layout. Many members feel that if they don't do scenery right it will be a disaster, which is far from the truth. I always tell them if the scenery doesn't come out right we can take it out and do it again.

With regards to the prototype theme of the layout, some members continue to come up with ways to do things that are contrary to the prototype, in our case the Lehigh Valley. They don't seem to understand that the prototype has standard color schemes or construction methods

For example, they don't understand that railroad owned buildings were not all different colors because it would not have been cost effective; or that a 1970's car does not really belong on a 1950's layout. But...we all get through these little hard spots and generally things go very well most of the time.

I am very pleased with the way things are going at the club and have had many rewarding moments being the Chief Engineer. This job has also forced me to learn right along with the other members. Becoming an officer in an organization is one sure way to get you to learn and grow with the rest of the members.

Try it, you may surprise yourself.



The Rochester Model Railroad Club will host their annual club show on March 10 and 11 next year. Also the club layout will be on tour during the NMRA NFR regional convention April 27 – 29, 2007. For additional images of the layout, see *Rochester Model Rails*, April 2006 issue.

Building a Large HO Scale Sawmill I

Part III – Tools and Techniques

by *Richard Senges*

Tools

In the last *RMR* issue, we covered the Benchwork for the sawmill project. This month I will cover some tools and techniques used in building the sawmill.

One of the most useful tools in the sawmill project has been the *Harbor Freight* Mini Cut-Off Saw. This saw was reviewed in the November 2004 issue of the *Rochester Model Rails* – see www.trainweb.org/rmr This saw is great for cutting 90-degree cuts and multiple pieces of scale lumber.

Another tool that is very useful is the Exacto Knife with the # 11 blade. This tool is invaluable. Since the blades dull with continued use, blades purchased in packs of 100 prove economical. (See review in *RMR*, August 2005.)

One tool that *SierraWest* suggests and supplies in their *Twin Mills at Deer Creek* kit is a “guide”. This is a long piece of ¼” wood that is used as a guide at the bottom of the construction project. It can help align multiple windows, the bottom plate of a wood wall, planks on a deck, etc. The wood guide can also be used to support a right angle triangle or a square, which facilitates the plumbing of vertical wood members.

Another interesting tool is a homemade scoring device. It consists of five used #11 blades inserted and glued into a brass square tube. One then takes the device and scores the scale lumber using the dull side of the blades.

Techniques

One very useful technique, (suggested by Matt Kovacic) is the use of double sticky tape.

SierraWest suggests the tried and true method of building walls, floors, etc. That is, first tape the paper plan to your work surface. Then tape a piece of wax paper over the plan. Then position the wood guide at the bottom of the structure being built. Place and glue the scale wood.

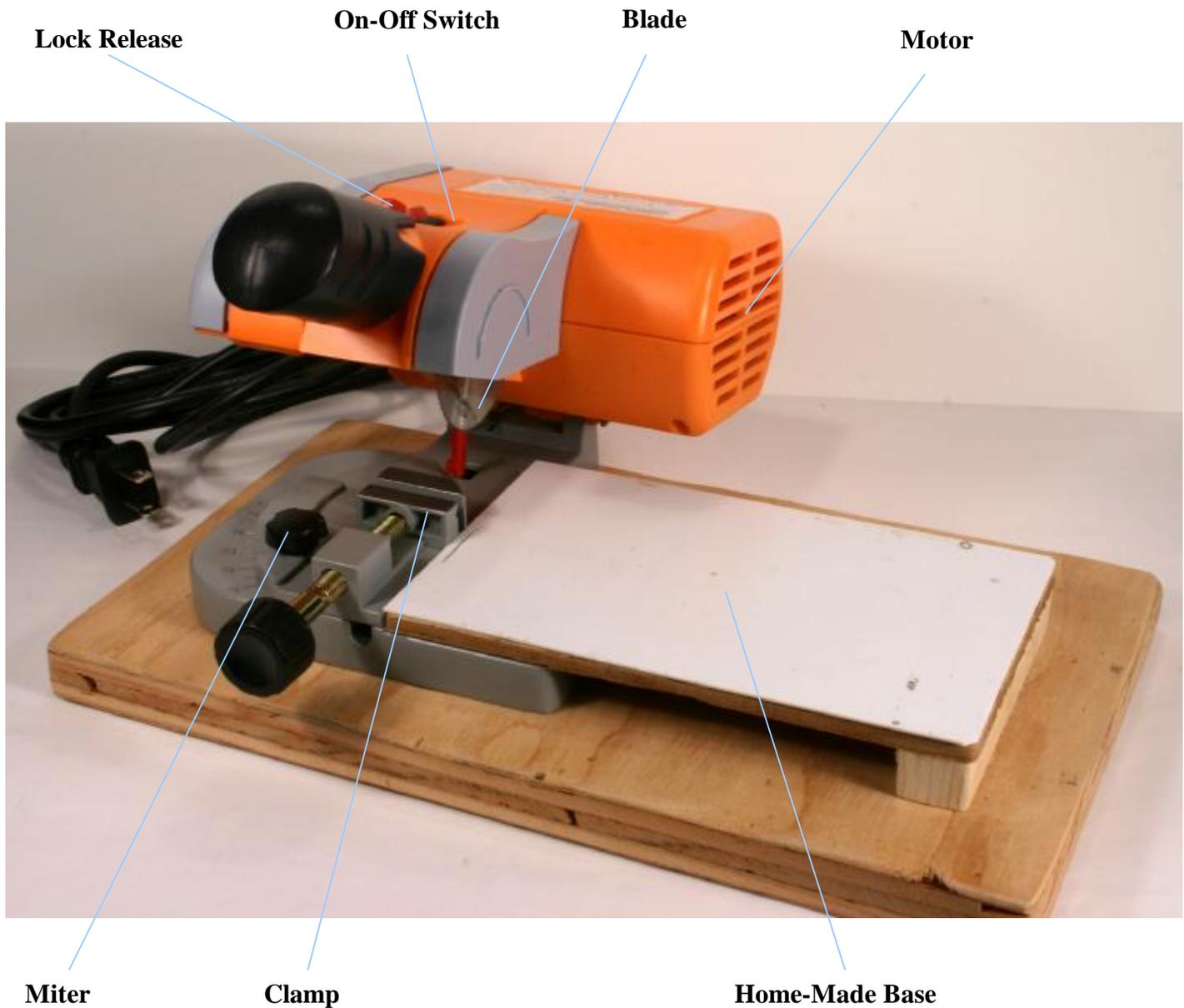
This method is OK, but sometimes movement occurs in the wood pieces. By placing a couple small strips of masking tape horizontally across the work surface, the small wood lumber pieces stay in place during construction.

When the wall, etc. is completed, carefully turn it upside down and remove the double sticky tape, wax paper and paper plan. If you feel the tack of the tape is too strong, just touch it several times with your fingers to reduce the stickiness of the tape before construction.

**March
Issue**

**The
Dynamite
Shack**





Harbor Freight's Mini Cut-Off Saw Model # 42307

One of the most useful tools in the sawmill project has been the *Harbor Freight* Mini Cut-Off Saw. This saw was reviewed in the November 2004 issue of the *Rochester Model Rails* – see www.trainweb.org/rmr

This saw is great for cutting 90-degree cuts and multiple pieces of scale lumber. The home-made base of plywood and styrene was added.

Single edge razor blades used to cut scale bass wood lumber.

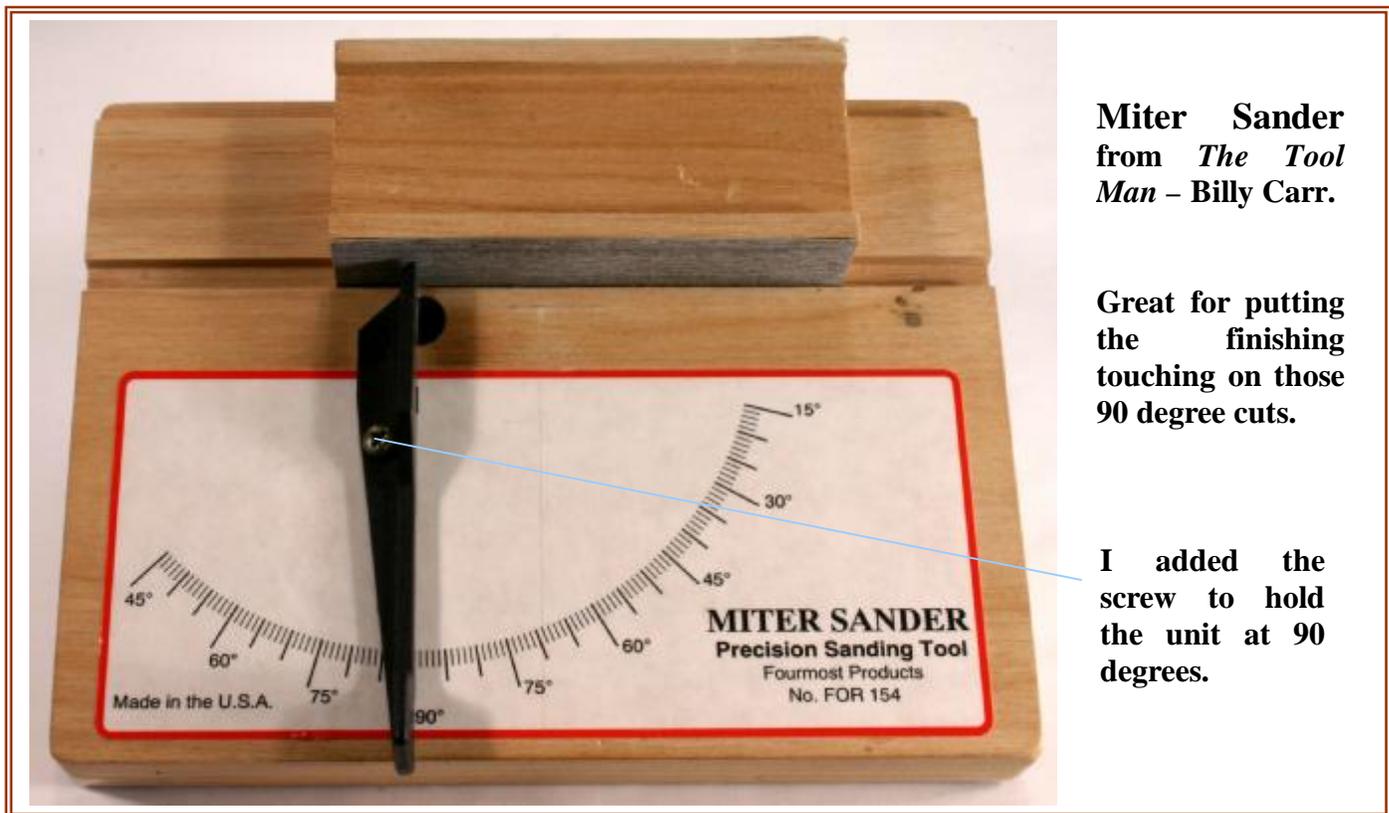
#11 Blades



One inch 90 degree angle plates from *Micro-Mark* used to square scale lumber during construction of the sawmill complex structures.

Special tool made up of five #11 blades. It is used for distressing scale lumber by using the dull side of the blade.

SierraWest provided wood guide.



Miter Sander
from *The Tool Man* – Billy Carr.

Great for putting the finishing touching on those 90 degree cuts.

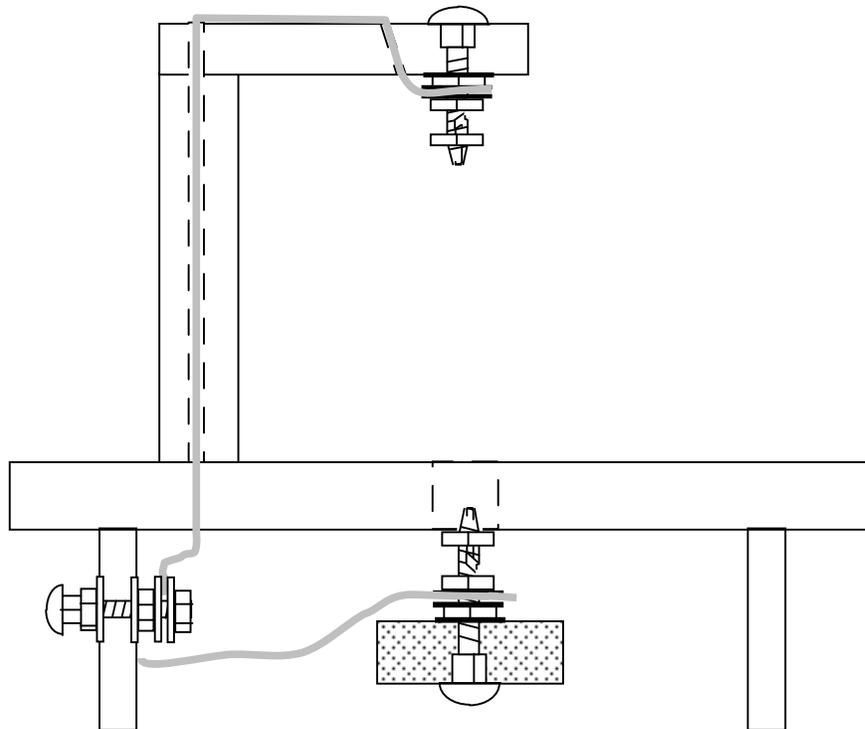
I added the screw to hold the unit at 90 degrees.

Home Built Hot-wire Foam Cutter - Conclusion

by Dick Roth

Once the lower wire holder is complete and wire secured at both ends reattach the upper wire assembly using the screws that were used earlier for temporary mounting. This time tighten the screws securely. Also, drill a small hole in the upper wire support board to allow the wire to be routed as shown in Figure # 12. Strip and wrap one end around the bolt for the upper wire holder. Tighten the nuts in the same way as was done for the lower holder.

Figure #



The last task necessary before power is applied is to thread up a cutter wire. I have found a good choice of wire to be 19 ga. stainless steel. It is relatively inexpensive and readily available in most hardware stores, packaged for use in hanging pictures. Measure the distance between the top and bottom wire holders and add an inch or so.

Screw the bottom nut on the bolts down until they are just held on by a fraction of a thread. Thread the wire through the hole in the bolt, going in the hole in the end and out the hole in the side. It may take a bit of trial and error to learn to do this well. One hint is to put a very small radius in the end of the wire so the cut end will not be as prone to

digging in but instead will make the bend and exit the side hole. When a half inch or so of the wire is extending out of the side of the bolt, turn the nut onto the bolt locking the wire into position. I find it easier to do the lower wire hold first, then the top. As I thread the wire through the top holder, I force the end of the upper support downward a fraction

Figure # 13a

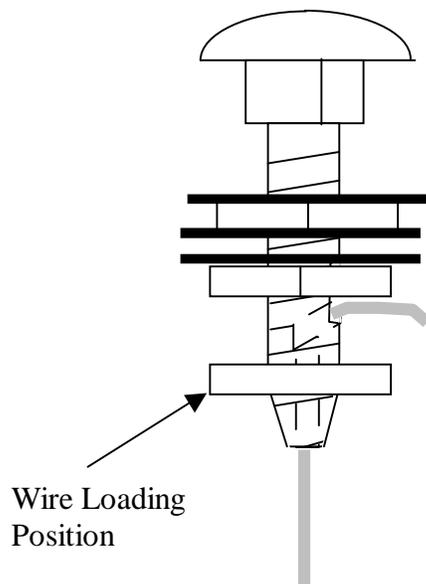
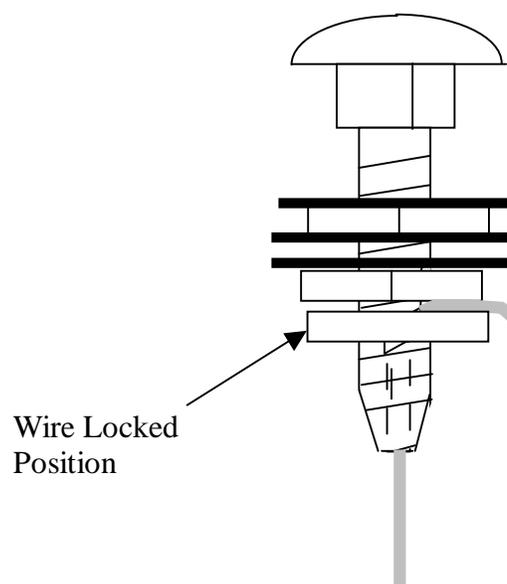


Figure # 13b



of an inch until I snug the wire and tighten the nut. This places a little tension on the wire in preparation for use.

All that is necessary now for use is to apply power in the form of a automotive battery charger, connecting the alligator clips to the bolt heads extending out of the base of the foam cutter at the rear. Begin by experimenting with various types and thicknesses of foam. Each one is a little different and may require a slightly different setting if available on the charger. It can also require a slightly different feed-rate as it is being cut.

You will find tha the wire will heat to cutting temperature almost instantly when power is applied. Little time is necessary for preheating before beginning a cut. Because the fumes that are given off are not the greatest in the world, use common sense when using the cutter and provide adequate ventillation around the cutting area.

That last thing that should be said here is that it might be beneficial to consider a variety of fixtures to be used as guides for various foam cutting tasks. They can be very helpful in maintaining uniformity when doing repetitive tasks such as cutting foam to serve as roadbed in place of cork. Such fixtures can be a great aid in holding thickness and maintaining a uniform bevel along the edges of the foam.

Have fun and enjoy.

Future Articles

Resin Casting

The Santa Fe CF - 7

A Trip Down Nostalgia Lane

Modeling Keuka Lake - Hammondsport

Siegel Street Revisited

Tortoise Installation Made Easy

The Climax Locomotive

NEXT MONTH

SPECIAL EDITION

50th Issue

of the

Rochester Model Rails

Rochester Model Rails

E MAGAZINE

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**Old
Issues
of RMR**

Train Events for 2006/2007

Updated 11 - 26 - 2006

- December 2** **Fayetteville, NY** - NMRA NER CNYD Scale Model Prototype RR Christmas Auction – Trinity Episcopal Church Hall, Rt. 5, noon to 6:00pm.
- December 3** **North Tonawanda, NY** – *Trains in the Tonawandas* Toy Train Meet, 755 Erie Ave. Info: John Gracon 716-649-4390
- December 9-10** **Rochester, NY** – 1st Annual Tiger Tracks Train Show, RIT Gordon Field House on the campus. Sponsored by the RIT Model Railroad Club. Over 350 vendors, modular layouts, displays. Play area for the kids. Admission.
- 2007**
- January 6** **Stony Creek, Ontario, Canada** – The next meeting of the International Division of the NMRA will be held at the H. O.M.E.S. club on the corner of Greys Road and Highway 8 (Queenston Road). Registration at 9:30am. Meet starts at 10:00am. See full info: <http://nfr-nmra.org/id/pages/frameset.html>
- January 14** **Binghamton, NY** – Robertson's Annual Model Train Show & Sale, 9am to 3 pm, 30 Front Street. Info: Howard Lott - 607-724-5247
- January 21** **Utica, NY** – 27th Annual T. T. C. S. Toy Train Meet, Union Station, Main Street 10:00am – 3:30pm. Info: 315-725-2889
- January 27- 28** **West Springfield, MA** – Amherst Railway Society Big Railroad Hobby Show, Eastern States Exposition Grounds, Memorial Avenue. Info: www.AmherstRail.org
- February 16-18** **Denver, CO** - 22nd Annual Sn3 Symposium. Contact: Doug Junda 303-275-8926
- February 17 – 19** **Scranton, PA** – Penn. GRS / Warrior Run Loco Works Winter Meet. Daily 9:00am – 5:00pm. Electric City Trolley Station Museum, Steamtown National Historical Site www.warriorrunlocoworks.com
- February 18** **Syracuse, NY** - Syracuse Model Railroad Club Train Show 18 Feb 2007 10 AM to 4 PM. 2 HO layouts, LEGO train layout, family oriented vendors Info: <http://www.wyrmodelrr.org/>
- March 3** **Mississauga, Ontario, Canada** – International Division Meet (NMRA) to be held at The Sheridan Church, 2501 Truscott Dr. Hosted by The Erin Mills Model RR Association.
- March 10 – 11** **Rochester, NY** - Rochester Model Railroad Club Annual Show, Basement of First Universalist Church, 150 Clinton Ave South, 585-454-2567 (club room) Saturday 10 AM - 5 PM, Sunday 1 PM - 5 PM
- March 10 – 11** **Rochester, NY** – Greenberg's Great Train Expo, Dome Center, Henrietta, NY
- March 30 - 31** **York, PA** - East Coast Large Scale Train Show (ECLSTS), Friday 9 – 8; Sat. 9 – 4 www.largescaletrainshows.com (major large scale show)

Train Events for 2007

Updated 11 - 26 – 2006

- April 15** **Batavia, NY** - The Great Batavia Train Show. The events will be held at Batavia Downs Gaming from 9:30 to 3:30. Admission is \$5 for adults, \$3 for under 18, and under 13 free.
- April 21** **Schomberg, Canada** - Second Annual 'Narrow Gauge Madness' narrow gauge show. Saturday 10:00am to 4:00pm. The show will have many portable and modular narrow gauge layouts as well as dealers and manufacturers of narrow gauge models. Contact:
- April 28-29** **Ithaca, NY** - Finger Lakes Railfair, at "The Field" 1767 East Shore Drive in Lansing on Rt. 34 Sat. 10am – 5PM Sun. 10 to 4. Info: Shawn Karnery 607-796-0029
- April 27- 29** **Rochester, NY** – NMRA NFR convention. The "Flower City Flyer" event will include the usual – model railroad clinics, model contests and layout tours. So far five layouts on tour: RIT RR Club, RMRR Club, John Marshall, Bob Hogarth & Dick Senges. Info: Mike Roque at mike@tsny.com
- May 5 – 6** **Lockport, NY** - Railroad Showcase, Kenan Center, Sat.-Sun. – 10:00am to 4:00pm <http://nomre.railfan.net/shows.htm> (click on NOMRE Activities Calendar)
- May 18-20** **Kimberton, PA** – Mid-Atlantic Narrow Gauge Guild - Module Meet, Fri. – Sun. <http://midatlanticng.railfan.net/modmeet.html>
- June 27 – 30** **Las Vegas, NV** - 23rd National Garden Railway Convention, Las Vegas, NV Wed. – Sat. www.2007ngrc.com
- June 30 July 1** **Galeton, PA** - Bark Peelers' Convention, Pennsylvania Lumber Museum Info: info@lumbermuseum.org
- July 22-28** **Detroit, MI** – NMRA National Convention – Great Lakes Express Info: www.NMRA.org/2007/
- Aug. 29 – Sept 1** **Portland, ME** - National Narrow Gauge Convention, Portland, Maine, Wednesday - Saturday www.27thnarrowgaugeconvention.com
- November 3- 4** **Syracuse NY** – 32nd edition of the Central New York Train Fair. One of the largest train shows in the Northeast covering 150,000 square feet in two large buildings at the New York State Fairground. More that 100 vendors; more than 50 operating layouts; all scales. Sat. 10:00am – 6:00pm. Sunday 10:00am – 5:00pm. Sponsored By Central New York NRHS. <http://cnynrs.org/> Show Info: http://cnynrhs.org/train_show.html
- November 11** **Batavia, NY** - The Great Batavia Train Show. The events will be held at Batavia Downs Gaming from 9:30 to 3:30. Admission is \$5 for adults, \$3 for under 18, and under 13 free