

Rochester Model Rails

Dedicated to Quality Model Railroading

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ROCHESTER, N.Y.

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R & E Algerine St. Station, near Canandaigua, NY. Photograph by Gerald Brimacombe, copyright 2006.

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Cover Photo - Algerine Street Station

The Rochester and Eastern Rapid Railway

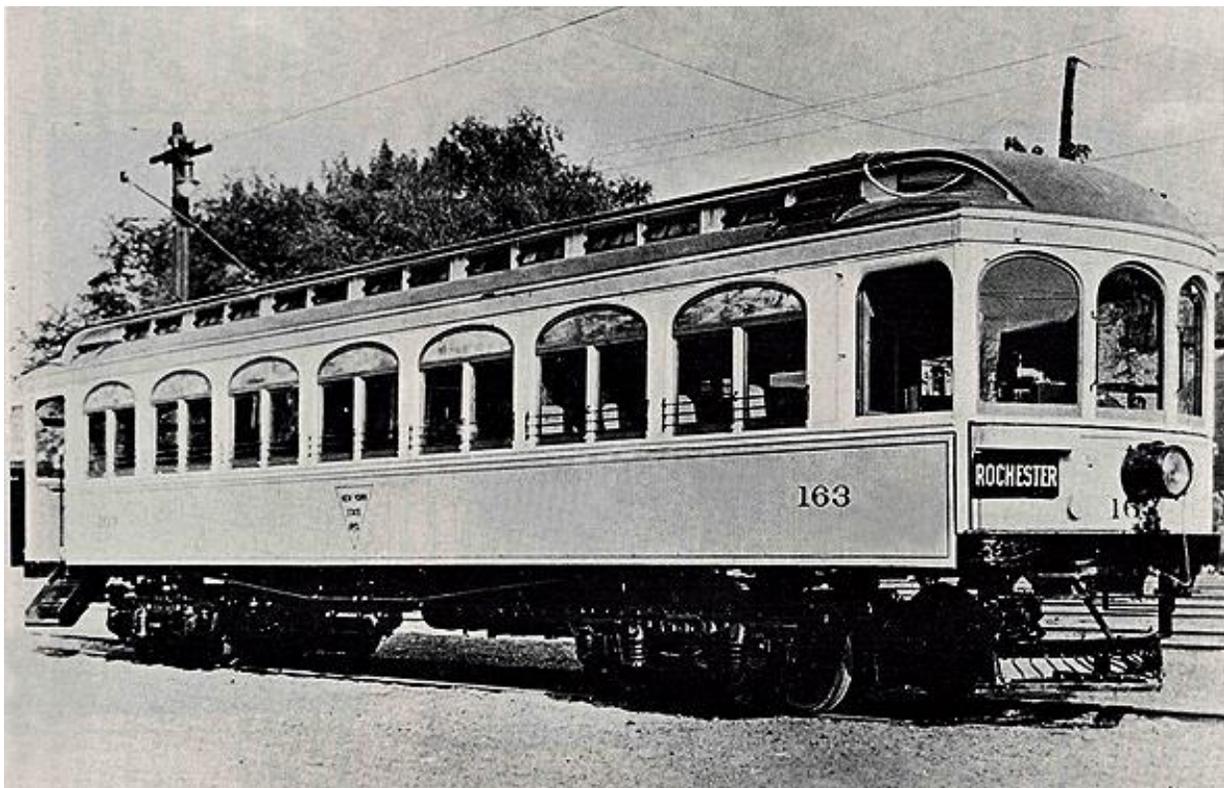
The Rochester & Eastern Rapid Railway inaugurated its service from Rochester to Geneva on June 16, 1904, and on July 31, 1930 the last car trundled into Geneva. It marked the beginning of the end for an extensive interurban service that laced its way across Upstate New York. It's too bad it wasn't improved over the years and somehow kept in service. Today, it would be a welcome means of transportation for commuters who have to fight increasing traffic into Rochester. The little station pictured at Algerine St. in Hopewell Township, about three miles east of Canandaigua, was one of many country stations along the rural right-of-way of the R & E.

Still in its original location, the station now sits on private property, and is well maintained. If you look carefully to the right of the station, traces of the right-of-way can be seen going west across

the countryside and a trolley hanger or two are still visible on the poles. Similar stations could be found at Fishers and other small settlements.

Although few know about it, the vestiges of another larger station still exists in Pittsford. After the demise of the Rochester & Eastern, the Pittsford station was taken over by McConnell's Dairy, where my father worked for a number of years during the Great Depression and before World War II. It continued on as a well-known ice cream store for several years, and I believe it is now a restaurant or pizza parlor. Although you can still define the original station building, it has been expanded over the years. Photos of the original station can be found in various histories of the New York State interurban system.

Also pictured is number 163, one of the 40-ton cars resplendent in her orange and cream livery.



Letter to the Editor

Dick, I see another issue of *RMR* is here without any articles by John Bruce. I hope this is due to a lack of material submitted by the author and not due to an editorial decision to discontinue the articles.

Contrary to the view published in the March issue of the *RMR's* Letter to the Editor, I find Bruce's brutal honesty and obviously opinionated comments to be highly refreshing as well as entertaining. His writing talents are superb and I share many of his opinions. His comments on *RMJ* were dead on. I finally quit subscribing to that magazine because I could no longer stand the blatant spelling and grammatical errors that any 3rd grader with a basic mastery of spellchecker could have caught before they appeared in print.

I used to love the articles by Richard Hendrickson that appeared in the national magazines, because he too had a certain amount of irreverence and was not afraid to take manufacturers like *Walthers* to task for cranking out inaccurate models with clunky details long after modelers had clearly shown a preference for fidelity to a known prototype and for fine detail. Hendrickson's product reviews pulled no punches and it was clear that the major manufacturers would not stand for his unwillingness to accept mediocrity for long. It was no surprise when he suddenly found he could not get published except in the now extinct *Rail Line News*. It's not that I prefer irreverence, but I do appreciate those who are observant, are knowledgeable, and can clearly articulate what many think and feel, but are sometimes reluctant to say. I think a certain amount of criticism of the hobby is healthy. After all, Model Railroading is NOT ALWAYS fun.

Touching on another of Mr. Bruce's topics, I, for one, was tickled when the NMRA finally offered dues that didn't require one to purchase their lame excuse for a modeling magazine that simply competes for scarce advertising dollars with the other major RR hobby publications. I thought the Bulletin was just fine when it was primarily a newsletter for the organization, not another model railroad magazine.

One more thing - I used to enjoy Jeff Wilson's product reviews in *MR* also, but just like Hendrickson, he was not afraid to speak out on a given product's flaws, so I knew his days were numbered. Sadly, I was right. It seems many of the products that get reviewed receive implicit approval by the reviewer simply because the clearly obvious flaws are not mentioned. I'm surprised the reviewer of *Trix's* NYC cabooses still has his job. I'm willing to accept some shortcomings, but when there is so much information that is readily available over the Internet nowadays, it's almost inexcusable to produce a model with as many gross inaccuracies as the *Trix* model contained.

Negative or positive, I say bring back Mr. Bruce. I love to see a little passion in print every now and then.

Mark Rossiter

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A Station for SIEGEL STREET

by Leo Adamski

The MARY-LAND NORTHERN railroad is represented by a small switching layout involving freight movements for about a dozen industries. There is but one road and it's called Adams Avenue. So, why have a passenger station for a street that's not even on the layout? Because! I have an unfinished area in one corner of the layout that's too small for any industry and it's on the Kevinville branch main line. A perfect place for a small passenger station where trains can stop to pick up or drop off passengers traveling between downtown St. Patricks and Kevinville.

The station would service the many homes and industries in the area. I wanted something with good eye appeal and yet moderately priced.

I felt the Atlas passenger station made a good choice. However, the building does have some easily identifiable features that say "Atlas station". These include the hip roof with its dormers, a telephone booth and the base. Since I like structures with a unique appearance, some rework was in order.

I started by interchanging the two ends, putting the phone booth where it wouldn't be seen from the front of the layout. Still, this still bothered me because the back wall of the phone booth was molded into the wall of the station and could be seen from the back of the layout. After giving it some thought, I realized the phone's location was a good place for an exit for the stationmaster when he was required to work on the platform.

Using a razor saw, I cut out the telephone wall and enlarged the opening for a door from my spare parts box. Locating tabs for the base were removed from the bottom of the parts and sanded smooth. Next the walls were prepared for painting. I chose a color combination of dark (chocolate) brown and tan (cinnamon) with white trim. After the paint dried, doors, windows and sash were installed in the walls. Finally, the sides were assembled using the base to keep everything square.

I reinforced the corners with gussets cut from the discarded base. I left off the corbels since I wasn't sure I'd need them. The roof was painted and assembled in a manner similar to the main structure (see Figure 1). I was satisfied with the color scheme but it STILL looked like an Atlas station. That roof had to go!

After considering several options, I chose to try a straight gable roof, simple and unobtrusive. This change caused gaping holes on each end. And they would have to be covered. A scalloped tile material made by *Plastruct* looked like it would work for the ends, as well as for the roof.

To give the structure a little more class, I added trim under the roof. I made these by modifying two pair of corbels from kit parts. They were glued back to back and the angle created established the pitch for the roof. The new additions for the end walls were measured and cut out at the same angles as the trim.

Cardboard templates were made to check out the fit and appearance of the new roof. An interference was found between the trackside roof face and the bay extension. The top of the bay was filed down to fit. Scalloped roofing pieces were cut out to match the templates and were backed by pieces of .040" thick styrene for strength. As before, the roof was painted roof brown and the end additions were painted chocolate brown. The parts were all assembled and I made a trim along the ridge from styrene angle material and added a chimney from my parts box. Weathering was added to finish the outside appearance before locating tabs were installed inside the ends to help align the upper and lower assemblies.

The main structure had slots intended for locating the corbels. Some styrene strips were added to cover the slots and they were left natural white. The last detail was adding "SIEGEL STREET" signs on both ends and trackside (see Figure 2). The roof assembly was not permanently attached to the main structure in case I may someday want to go back to the original roof.

But the job is not done yet. I'm working on the trackside scene to include a location for the station, passenger waiting and boarding zones, a parking lot, and, if there is room, Siegel Street or a pretense thereof. Then of course, there will be passengers, autos, a freight wagon, a scale, benches, coal box, etc.... Who knows, someday I may even add a passenger train to liven up operating sessions.



Figure 1

Digital images by Jack Matsik.



Figure 2

Photo Gallery



The steamboat Mary Ellen is tied up at the pier awaiting more freight to be loaded on Ben Brown's Chemung Northern Railroad. The model is a 1:48 copy of the 88-foot Cricket that used to ply the waters of Keuka Lake in the early 1900's. The model is primarily built of styrene and utilized the replanked hull of a Revell NYC fireboat in 1:87 as a starting point.



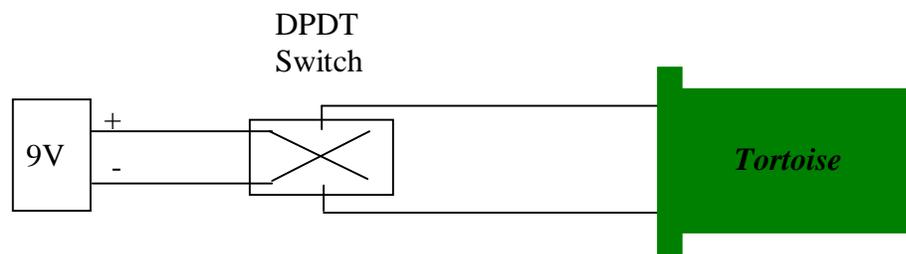
An Alternative Way to Wire a *Tortoise*

by Ned Spiller, MMR

Doctor Dick, in the March *RMR*, you had an article about wiring *Tortoise* switch machines. There is an alternate way to control the machines that might work better in some situations.

For the normal installation, you need two wires from the power supply to all of the toggle switches, then two wires from each switch to each *Tortoise*. You need to use Double Pole Double Throw (DPDT) switches to reverse the polarity.

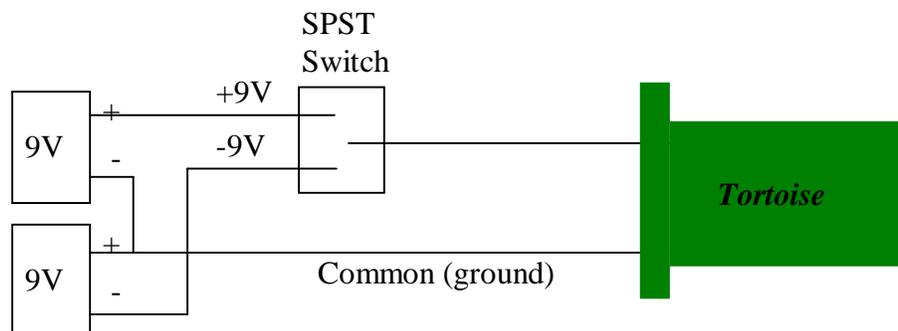
“Normal” Installation



For the “Single Wire” method, you place two power supplies in series so you have +9V (compared to the common) and - 9V (compared to the common). You will still need two wires from the power supply to all of the toggle switches, but you only need one wire from each toggle switch to each *Tortoise*.

The other side of each *Tortoise* is connected to a common return wire. Here you use Single Pole Single Throw (SPST) switches to control the *Tortoises*. [Ed. – Is the plural of *Tortoise* Torti?]

Single Wire Installation



The trade off is that you need two power supplies, but these are pretty cheap. The savings is in the use of SPSTs instead of DPDTs, and in the amount of wiring you need to run from the toggle switch to the *Tortoise*. You would have to look at the specific application to determine which method is best.



Ask Doctor Duck

Harry writes:

I have an HO scale *Bachmann* three-truck shay and want to install a *Soundtraxx* DSD – B3TSLC sound decoder into the shay. Do you have any suggestions or comments?

Doctor Duck:

Funny that you should ask as I just finished this very installation. Let me say first that the instructions that come with the decoder are very good, and if followed, you should have no problem with the installation. But as mentioned in the April issue, “a certain amount of technical expertise is required” for a successful installation and operation of DCC products.

Kit Contents (see next page)

DSD-B3TSLC sound decoder
 1 14 x 25 mm speaker
 1 speaker gasket
 1 speaker baffle kit – deck plate/ bunker door
 1 33 uF 16 volt bipolar capacitor
 2 pieces of 1/16” black shrink tubing
 14” of thin black speaker wire
 Instructions with photographs

In addition to the parts provided above you will need the following items:

Tools Needed

Pin vice
 Drill bit – 3/32” or # 42 drill
 Soldering iron – 25 watt or less
 Solder and flux
 Small screwdrivers – Phillips and slot
 Black electrical tape
 RTV adhesive
 Tweezers and *X-acto* knife

The installation is basically in two parts (1) installing the decoder onto the *Bachmann* PCB in the tender and (2) installing the speaker into the bunker.

Basic Steps

Disassemble tender
 Install sound decoder
 Run speaker wires from tender to bunker
 Reassemble tender
 Build speaker baffle
 Install speaker in bunker

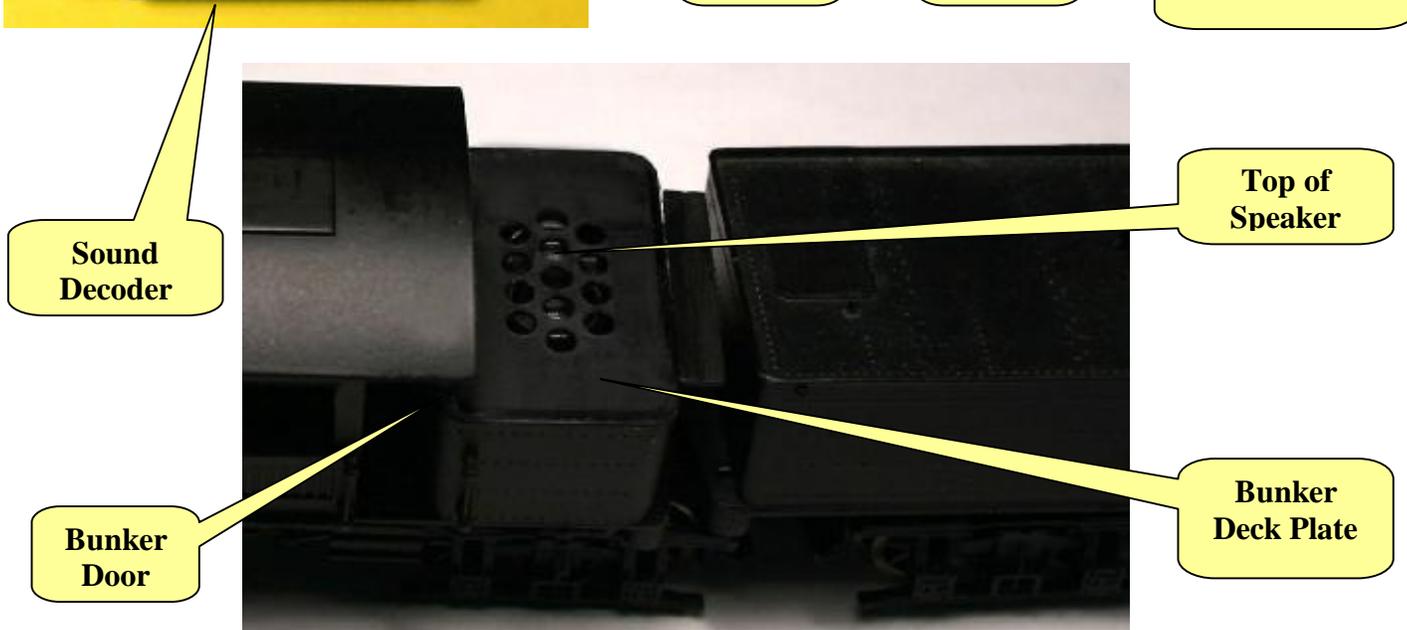
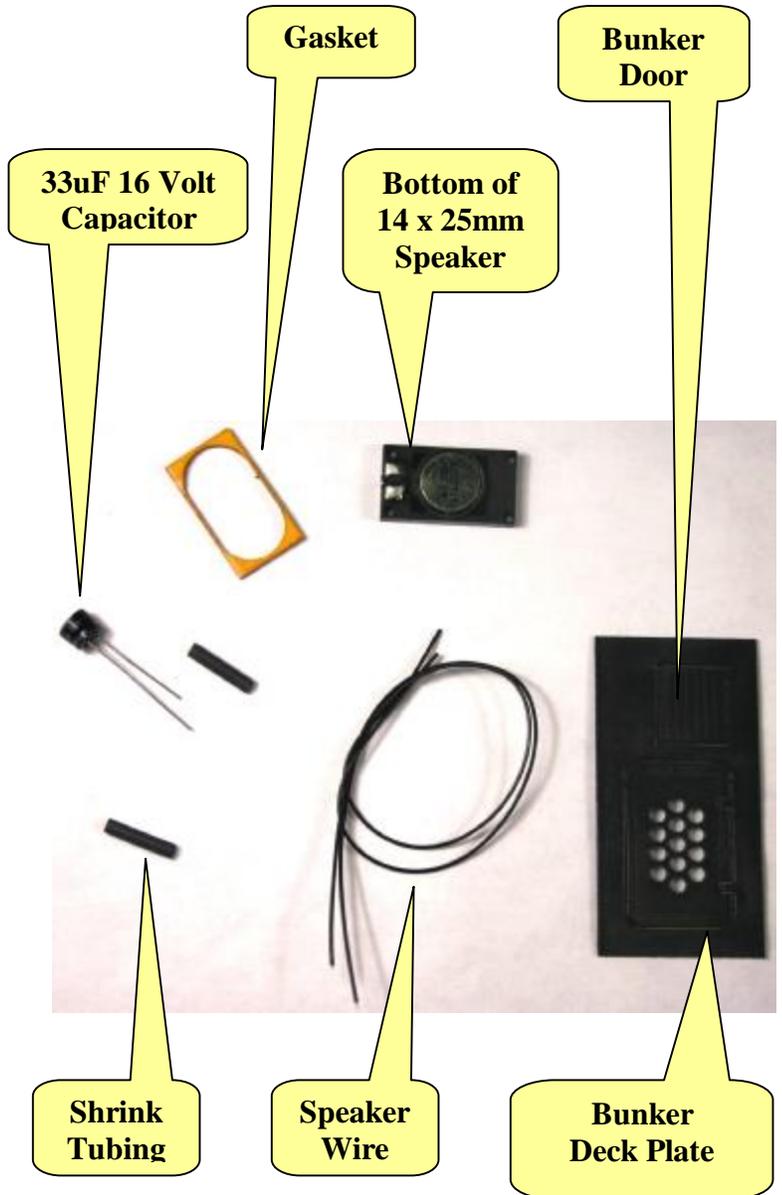
Some Cautions: The speaker wires provided are a very small gauge wire so be very careful not to break these wires. When drilling the holes in the bottom of the tender and the bunker, be careful not to nick the wires under the shay. Do not operate the decoder at more than 16 volts. Do not bend or flex the decoder board. Be neat when applying the RTV as to not get the RTV on top of the bunker plate. Keep track of which screws go where.

CVs: There are many CVs to adjust such as CV 115, which provides three different shay whistles. CVs 120 – 123 allow volume adjustment of the whistle, bell, exhaust and air pump.

Overall Performance: The decoder performs well but the sound volume and quality is not near what is produced by a *Broadway Limited* loco such as the K4.

More Info: For more information on *Soundtraxx* LC decoders, go to their website:

www.soundtraxx.com



The Model RR Post Office

Number 14 in the Series

by Norm Wright

This 15c Sc. #839 stamp of Canada, issued on Oct. 17, 1979, depicts a painted wooden toy steam locomotive in the National Museum of Man in Ottawa. It is one from a set of three stamps with antique toys (#839-841) in Canada's 1979 Christmas issue.



Norm Wright has been a model railroader for more than 40 years and a stamp collector specializing in railroad material for about 15 years. He is the compiler, author and editor of the 1,100-page Handbook of the American Topical Association, *World Railways Philatelic*, as well as vice-president of the Casey Jones Rail Road Unit and editor of its bi-monthly journal, *The Dispatcher*. The "Handbook" has been offered on CD ROM with annual updates since 2003, as well as with five paper supplements, through 2005. The annual upgrades are now being made on CD only, starting this year.

Future Articles

Resin Casting

Modeling Keuka Lake - Hammondsport

PA Cabooses

Installing Decoders in Older Locos

Designing the Bath, NY Yards

Video Review – Photo Mural Backdrops

Tortoise Installation Made Easy

DCC Demystified

Building the Lakeview Winery

Coming Next Month

Day Out with Thomas

The RIT Model Railroad

Touring the Floquil Paint Factory

Matt Kovacic's Oregon View Railroad

Doctor Duck - Sound Decoder Evaluation

Train Events Calendar – Updated

Rochester Model Rails

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Don't Forget to Visit

www.railroadmuseum.net



Coming Train Events for 2006

Updated 3 - 28 - 2006

- April 1 – 2** **Lockport, NY** – NRHS's Railroad Showcase 2006 Show, Saturday & Sunday, Kenan Arena, 195 Beattie Ave, Lockport, NY
- April 2** **Etobicoke, Canada** - Lakeshore Model Railroaders Assoc. Model Railroad Flea Market Humber College, North Campus, Entrance D, 205 Humber College Blvd., Etobicoke
Contact: Steve McCoy 416-656-4498
- April 9** **Batavia, NY** – The Great Batavia Train Show, Batavia Downs Gaming, 9:30am – 3:30pm. Donation \$5.00
- April 22** **Schomberg, Ontario, Canada** – The First Annual Ontario Narrow Gauge Show, Schomberg Community Centre, 10:00am – 4:00pm. Website: www.creative-works.ca/NGM06Home
- April 23** **Woodstock, Canada** - Woodstock Model Train Show, Oxford Auditorium, Woodstock Fairgrounds, West Ave., Woodstock. Contact: Ian 519-426-8875
- April 28 – 30** **Chatnam, Ontario, Canada** – Chatham Express: The NFR 2005 Spring Convention Wheels Inn, 615 Richman Street. Info: 519-351-1100
- April 29 – 30** **Brampton, Canada** - The Great British Train Show, Jim Archdekin Recreation Center, 292 Conestoga Dr., Brampton. Contact: Mike Watts 905-683-0583
- May 5 – 7** **Medina, NY** – **Day Out with Thomas, Medina Railroad Museum, 8:00am – 6:00pm**
- May 6** **Burlington, Ontario, Canada** - International Division, N.M.R.A. meet will consist of a layout tour in the Burlington area, co-hosted by the Burlington Model Railway Club, Hidden Valley Rd. Burlington. Registration at the home of Chuck Faist, 5209 Alton Rd., Burlington, Ont. Phone 905-681-6274.
- May 6 – 7** **Lindsay, Canada** - Model Transportation Expo, Lindsay & District Model Railroaders Victoria Park Armory, 210 Kent St. W., Lindsay
- May 12 – 14** **Medina, NY** – **Day Out with Thomas, Medina Railroad Museum, 8:00am – 6:00pm**
- May 19 – 21** **Montreal, Canada** - 3rd Annual CARM Convention, Montreal 2006 McGill University. Go to www.caorm.org for full details. Celebrating 170 years of railroading in Canada.
- May 27 – 28** **Midland, Canada** - Midland District Model Railroad Club Model Railroad Show, Midland Sports & Recreation Complex, King St., Midland. Contact: Paul at okppmcd@msn.com

Coming Train Events for 2006

Updated 3 - 28 - 2006

- June 1 – 4** **Worcester, MA** – NMRA NER 2006 Spring Convention
- July 1 –2** **Galeton, PA** – Bark Peelers' Convention, PA Lumber Museum
- July 2 – 8** **Philadelphia, PA** – NMRA National Convention
- August 12 – 13** **Gananoque, Canada** - Thousand Islands Model Railroad Show, Thousand Islands Model Railroaders, Gananoque Recreation Center, 600 King St. E.
Contact: Bill 613-382-7575 or Rick 613-382-3244
- August 21 – 26** **Durango, CO** - 26th National Narrow Gauge Convention
- September 10** **Buffalo, NY** – Buffalo Central Terminal First Train Show. Info: www.buffalocentralterminal.org
- Sept. 30 – Oct. 1** **Brampton, Canada** - Brampton Model Railroad Show, Orangeville Shortline Model Railroad Club, Brampton Fairgrounds 12942 410/Heartlake Rd., Brampton
Contact: Dave 705-435-4986 or Carl 416-499-1498
- October 14 – 15** **Bowmanville, Ontario, Canada** – 20th Annual Train Show, Bowmanville High School, 49 Liberty Street North. Sat – 10:00 am - 4:30pm, Sun. 10 am - 4:00pm. Adults \$5, Senior \$4, Family \$10. Presented by the Soper Valley Model Railroad Association. Contact: Ron Radcliffe 905-987-3099
- October 20 – 22** **Parsippany, NY** – NMRA NER 2006 Fall Convention
- November 4- 5** **Syracuse NY** - Train Show and Sale at NY Fairgrounds
- November 12** **Batavia, NY** - The Great Batavia Train Show, Batavia Downs Gaming, 9:30am – 3:30pm. Donation \$5.00
- December 9-10** **Rochester, NY** – The *New and Expanded* Two Day RIT Train Show and Sale, Location – RIT Field House, many layouts displayed, largest train show in western NY.