

# Rochester Model Rails

Dedicated to quality model railroading in upstate New York

VOL. 2, NO.10

ROCHESTER, N.Y.

OCTOBER 2003



The midsummer woodland sounds are overshadowed by the appearance of Delaware & Hudson # 1111, E-5a Consolidation, dragging a string of empties back up Ararat Mountain to the mines. Layout and scenery by John Kocet, State College, PA. Photo by Fred Cupp, ex. Tuesday Night Gang member from Rochester, NY.

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Web Site:

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

## Cover Photo Notes

*By Fred Cup*

Sometimes, things just fall into place for the right setup. This shot was taken on a visit to the finely scened layout of John Kocet, in State College, PA. I had my D&H Consolidation there to operate while helping John setup for DCC. (NCE, of course.) As the train made its way around the layout, I followed with my Fuji Digi-Cam.

I used a tripod in order to shoot with the existing fluorescent lighting. I have never had acceptable results shooting model R.R. photos with flash, which is too harsh and also leaves unnatural shadows. The aperture was F-3.5, shutter speed on automatic estimated to be around 1/2 second. After all the shots were loaded into the computer, this one shot showed the greatest promise. After printing out a "proof" copy, I used Paint Shop-Pro 7 to enhance the photo.

### Steps were as follows:

Raise the Color Contrast about 10% to compensate for the "flat" lighting.

Raise the Red level 10% to make it slightly "Warmer".

Use the "Clone" tool to copy a remote part of the scenery to cover some uncompleted background (far left, above the hoppers).

Use the "Spray Paint" tool with a dark gray color to paint in the large smoke plume above the stack, developing into "swirls" as the smoke got higher.

Since the smoke would appear blacker on the underside of the plume, I used several lighter shades to blend in lighter, to almost white on the upper portions of the plume.

Still using the "near white" Spray tool, I set the spray nozzle to a very small size to add in the steam from the generator and the water and steam from the ejector.

As a closing note, John is planning to build a new basement, (with house and garage to cover it.) His layout will be in the 30' x 50' class. BUT- the present layout will not be saved. I'm glad I got to know John before this becomes a memory. He has been teaching me his scenery techniques for use on my layout. Stay tuned, new pictures next year!



# PRR Cabin Cars: Lettering Schemes

by Jack Matsik

I wish to make a disclaimer that this is an accurate historic document. I've researched PRR information for the purpose of modeling Pennsy cabin cars on my model railroad (circa 1900-1968). - Jack Matsik

## Freight Service Cabin Cars

1902-1926 **No Bar / Single Bar** scheme\*: *Wood Cabins* - see Fig. 1; *Steel Cabins* – see Fig. 2: same as wood cabins except on car side **PENNSYLVANIA** is located below belt seam with a **bar** below it and **car number** below bar and on car end **car number** is located below **PRR** over door.

1927-1955 **Double Bar** scheme\*\*: *Wood Cabins* – see Fig. 3; *Steel Cabins* - see Fig. 4.

1956-1960 **Shadow Keystone** scheme\*\*\*: *Wood Cabins* – see Fig. 5; *Steel Cabins* – see Fig. 6.

**1961-1968 Plain Keystone** scheme\*\*\*\*: *Wood Cabins* – did not use this scheme (remained in Shadow Keystone scheme); *Steel Cabins* – see Fig. 7.

\* Prior to 1920, Lines West used **PENNSYLVANIA LINES** on their cabin cars while Lines East used **PENNSYLVANIA** on their cabin cars. After the official 1920 consolidation of Lines West (The Pennsylvania Company) into Lines East (The Pennsylvania Railroad), the **LINES** was dropped from the old Lines West cabin cars.

\*\* A **circle keystone** was authorized to be added for 2 months from 10-31-31 to 12-30-31 to both wood and steel cabin cars. Photos show two N5 cabins using the **circle keystone** with the **Double Bar** scheme. **Car # 477182 (Pgh. Div.)** has the **circle keystone** below the car number - see Fig. 8. This placed the **PENNSYLVANIA with bar** above the belt seam on the car and the **car number with bar** was below the belt seam. **Car # 477466 (Pgh. Div.)** placed the **circle keystone** above the belt seam centered over the **PENNSYLVANIA with bar** that was below the belt seam – see Fig. 9.

During WWII, some steel cabins had the slogan **BUY WAR BONDS** added above the belt seam centered between the windows.

\*\*\* Some wood cabin cars reversed the location of the large **PENNSYLVANIA** and the **shadow keystone**, placing the large **PENNSYLVANIA** centered over the windows with the **shadow keystone** centered below it.

\*\*\*\* Some steel cabin cars had a large **PRR** added, centered below the belt seam and above the car number.

### Special Notes:

1. All freight cabin car lettering was **White**.
2. PRR initials and car numbers on center sills and car numbers on ends removed 8-27-1930, then car numbers restored on ends in 1956.
3. **Class N8 cabin cars** had a *special lettering scheme* when new in **1950** (only class to use it) – see Fig.10. The N8 transitioned through the *Shadow Keystone scheme* and the *Plain Keystone scheme*.
4. Many small variations can be found at times looking at cabin car photos. The *Shadow Keystone scheme* and the *Plain Keystone scheme* used two different sized Keystones, one small and one large on the sides and sometimes, apparently, the location of the **PENNSYLVANIA** or **PRR** lettering and/or car numbers on sides were applied at different locations relative to official drawing specs (shop whim or experimental?) – see Fig. 11.

## Mof W Service Cabin Cars

- 1885-1939    **Freight Car Color** - lettering same as standard freight cabin cars in **White**.
- 1940-1952    **Battleship Gray** - lettering same as standard freight cabin cars except in **Black**.
- 1953-1968    **Chrome Yellow** – lettering same as standard freight cabin cars except in **Black**.

### Special Notes:

1. In the **Battleship Gray** and **Chrome Yellow** schemes, only the cabin class and built dates were used in lower right corner of body. The keystone was omitted.
2. In the **Chrome Yellow** scheme, the initials **PRR** with the **car number** following it was placed on side centered between belt seam and bottom of car side – see Fig.12. Sometimes the **PRR** was placed above the **car number** centered on car side.

## Passenger Service Cabin Cars

When cabin cars were assigned to passenger service, the phrase **ASSIGNED TO PASSENGER SERVICE** with **RAILWAY EXPRESS AGENCY** underneath was applied to the sides - see Fig. 13. *America Railway Express* changed to *Railway Express Agency, Inc.* in 1920, then became *Railway Express Agency* in 1929. All lettering was **White**, but a couple of passenger cabin car photos show **car # 5017** in the **Shadow Keystone** scheme done in **Imitation Gold** with the shadow keystone done in **Toluidine Red background with a White keystone outline and PRR letters**. The **ASSIGNED TO PASSENGER SERVICE** with **RAILWAY EXPRESS AGENCY** beneath it was located between the large **PENNSYLVANIA** and the **car number** below it. During WWII, some passenger cabin cars had the slogan **BUY WAR BONDS** added centered on the top of the car side between the windows.

*A photo containing all the referenced figured PRR Cabin Car examples follows:*





## Ask Doctor Dick (The Scenery Doctor)

Leo writes:

You mentioned in your last **RMR** newsletter the use of spices. Can you give me some more details about this.

Doc:

I use spices on the layout as the final step in the scenic process to "spice up" the scenery. That is, to give the scenery more variation in color and in texture. As Dave Frary says frequently in his scenery books, color and texture are the key.

I purchase the spices from the Mennonites at Oak Hill Farms Bulk Foods, Penn Yan, NY, 14527. This store is about 10 miles south of Penn Yan on the east side of Keuka Lake, just two miles north of the Windmill Farm & Craft Market, on Rt. # 14A.

Each of the spices is finely ground and comes in a small round plastic container about 3.5" x 1.5". They contain about .11 to .16 pound net weight of spice and cost \$.70 to \$1.00 each. It sounds like a small quantity, but each container holds quite a lot by volume.

I store the spices in a six-drawer plastic storage chest that I purchased on sale at *Office Max* here in Victor, NY. I transfer the spices from the round plastic storage containers to glass bottle shakers with a perforated plastic top and a plastic screw top. This allows me to sprinkle the spices on to the layout as

required. Extra amounts of the spice is stored in the original plastic container.

In the final stages of applying scenic foam, I squirt the foam with a mixture of water and acrylic matte medium (3:1) and then sprinkle on the spices. I put the colors on one at a time in a way so that the variations in color can be viewed.

In the final application of the spice, try to give the layout a puffy look. You want the spice to adhere to the foam, but you don't want it so wet that it dries matted down. Keep it light and puffy.

Some folks have said that the layout would smell and that spiders would eat the layout. I have had no spiders or bugs on the layout in ten years and the smell of the spices dissipates in about three days.

I especially like the yellow spices such as turmeric or turmeric root, the brown spice coriander, and the green spices such as oregano and thyme.

You can also use these spices to slightly change the color of commercial pine trees or homemade furnace-filter type or bottle-brush conifer trees.

Below is a list of the spices I have used on my *Oil Creek Rail Road*, HO scale, standard gauge, model railroad.

# List of Spices

*By Dick Senges*

<u>Spice</u>	<u>Color</u>	<u>Spice</u>	<u>Color</u>
Allspice	dark brown	Garlic Powder	light tan
Apple Pie	reddish brown	Ginger	tan
Arise	reddish brown	Mace	red
Bouquet Garni	green	Marjoram	green
Caraway Seed	light brown	Oregano	dark tan
Cardamom	brown	Paprika	red
Cayenne Pepper	light red	Poultry Seasoning	green
Celery Salt	light brown	Pumpkin Pie	reddish brown
Celery Seed	light brown	Red Pepper	light red
Chile Powder	dark red	Rosemary	green
Cinnamon	reddish brown	Rubbed Sage	green
Coriander	light brown	Thyme	green
Cumin	light brown	Thyme Leaves	green
Cumin Seed	light brown	Turmeric	bright yellow
Curry Powder	yellow	Turmeric Root	bright yellow
Five Spice Chinese	light red	White Pepper	light tan

# THE LIONEL 213 LIFT BRIDGE

On page 35 of the 1950 Lionel, Golden Anniversary Year, consumer catalog was an exciting new accessory: a “No. 213 Real Railroad Lift Bridge”. It was based on the vertical lift bridges sometimes seen carrying tracks across rivers or canals. The catalog even had a picture of this new bridge with a huge ship passing underneath it. I well remember showing the catalog picture of that bridge to my father and mentioning what a great addition it would be to my then fledgling Lionel layout.

I didn't receive a Lionel 213 Lift Bridge on Christmas Day 1950, but neither did anyone else. For unknown reasons, and despite the big display in the catalog, Lionel never produced it in the post-war period. It would be 52 years later before Lionel produced a 213 Lift Bridge, finally appearing in Volume 1, of the 2002 Lionel catalog as Number 6-14167.

Shortly after Christmas 2002 I received my long-coveted 213 Lift Bridge. The price (\$289.95) was a little higher than in 1950 (\$15.95), but I think it is well worth the money. It is constructed of metal and measures approximately 30 inches long, 5 inches wide, and 15 inches high. The entire structure is black, which is more realistic than the silver color shown in 1950, and there is a warning light on each tower.

I don't know exactly what the dimensions of a real lift bridge like this would be, but the 213 clearly isn't built to O-scale. The width may be pretty close (20 scale feet) for a single-track bridge, but I think most real vertical lift bridges have two tracks. My guess is that the height of the towers on a real vertical lift bridge would be about 120 feet, or twice that of the Lionel 213 (60 scale feet). As you can see by the F-3 A Unit on the bridge in the picture, it is obviously much shorter (120

scale feet) than a real vertical lift bridge. One like this would probably be two to three times as long as this Lionel version. However, there aren't many of us who have layouts large enough for bridges that are 5 to 7 \_ feet long.

However, the operating mechanism of the 213 Lift Bridge appears to be pretty prototypical. It has counterweights, gears, pulleys, and cables just like the real vertical lift bridges I have seen. Although not prototypical, there is only a motor in one tower. Power is transmitted to the other tower by using the center rod at the top as a drive shaft.

Setup and installation of the bridge is fairly straightforward. To assure proper alignment the bridge is shipped with 4 screws locking the bridge section to the base of the towers. The first step in installing the bridge is to secure the towers to your layout. The locking screws can then be removed. The next step is attachment of the 4 cables to the counterweights, running them over the pulleys at the top of the towers, and attaching them to the bridge section.

The final step is the wiring, which is a little difficult since the diagram in the instruction sheet doesn't specifically identify the power terminals. However, by a process of elimination it eventually becomes clear which ones they are. Like the 313 Bascule Bridge before it, the 213 can be wired to automatically stop a train when it approaches the bridge and it is in the raised position.

The 213 Lift Bridge is definitely a great addition to any Lionel layout. Although the dimensions of the bridge aren't to scale, given its great appearance and operation I wouldn't be surprised to see it used on some O-scale layouts also.



## “First Railway Charter”

In 1815, Colonel John Stevens, of Hoboken, New Jersey, obtained a charter from the state legislature to build and operate a railroad between New Brunswick and Trenton.

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## Railroad Quiz

Who was the first President of the United States to travel by railroad? And on what railroad?

And what was the year?

Hint: it was on June 6<sup>th</sup>.

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Don't forget the web site:

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

## Next Issue:

**Mary – Land Northern  
Railroad**

*By Leo Adamski*

**Cedar Swamp Station**

*By “Eccentric Rod”*

**Ask Doctor Dick  
(the Scenery Doctor)**

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## Coming Events

### 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)

12-14: Toledo, Ohio - Nickel Plate Road Historical & Technical Society (NKPHTS) Annual Convention, including model display and contest, and flea market. Napoleon, Malinta, Grand Rapids, and Waterville, (Toledo area) OH. September 12-14, 2003. Memberships open. For more information, go to <http://nkphts.org/> and click on "convention".

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.

18: Rochester, NY - Rochester Chapter of the National Railway Historical Society, 7:00pm at the 40 & 8 Club, University Avenue, Rochester.

19-20: Perry, Ohio - 3rd Annual Lake Region Prototype Modeler's (PM) Meet to be held in Perry, OH, on Friday and Saturday, September 19th and 20th, 2003. Over 1000 prototype replica models will be on display. Anyone may bring and display their models, or just come and look and talk with other modelers. Both the PRRHS and NKPHTS will have tables, among others. No contest or prizes! Perry is between Madison and Painesville, OH. Perry is where the Fairport, Painesville, and Eastern Railroad ends and interchanges with the NS (N&W-NKP) and CSX (CR-PC-NYC). The PM meet is in the township just south of the town of Perry on River Road. The site is the "Outdoor-Y" (YMCA) lodge. Contact: Jim Six [jamesix@ameritech.net](mailto:jamesix@ameritech.net)

### OCTOBER

4-5 Rochester, NY – Great American Train Show, Monroe County Fair Grounds, 2695 East Henrietta Road, Henrietta, NY. Info: [INFO@GATS.COM](mailto:INFO@GATS.COM)

7-28: 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.

11: Oakfield and Medina, NY – NMRA – NFR – Lakeshores Division Fall Meet, meet starts at GSME club in Oakfield at 8:30am. Lunch at the Medina RR Museum in Medina, NY, and train ride on the Falls Road RR at 2:00pm. Also Museum tour. Info: Dave Mitchell at [dbmitch@frontiernet.net](mailto:dbmitch@frontiernet.net)

16: Rochester, NY - Rochester Chapter of the National Railway Historical Society, 7:00pm at the 40 & 8 Club, University Avenue, Rochester. Please visit [www.rochnrhs.org](http://www.rochnrhs.org) for more information.

19: Rochester, NY - RIT Model Railroad Club Fall Train Show and Sale. See the HO scale Rochester & Irondequoit Terminal, as well as our many vendors and clubs on display. 10:00 am to 3:30 pm. Call (585) 475-2227 or visit [www.ritmrc.org](http://www.ritmrc.org) for more information.

19: Binghamton, NY – Southern Tier Railfest, Heritage Country Club, Watson Blvd. Info: 607-775-1267 [railfestinfo@aol.com](mailto:railfestinfo@aol.com)

### NOVEMBER

1-2: Syracuse, NY - TRAIN Fair, Saturday and Sunday, at the NY State Fairgrounds 10 – 6 on Sat. 10 – 5 on Sun. Fee: \$6.00 Info: [CNYNRHS@aol.com](mailto:CNYNRHS@aol.com)

4-25: Rochester, NY - *Tuesday Night Gang* – most Tuesday nights Contact: Lou Nost at: [Louis.Nost@usa.xerox.com](mailto:Louis.Nost@usa.xerox.com)

9: Batavia, NY - GSME Great Batavia Train Show at Batavia Downs Conference Center, 9:30a.m.-3:30pm Contact: Mike Pyszczyk at: [pyzek@iinc.com](mailto:pyzek@iinc.com)

20: Rochester, NY – National Railway Historical Society, Rochester Chapter meeting 40&8 Club University Avenue, 7:00pm