

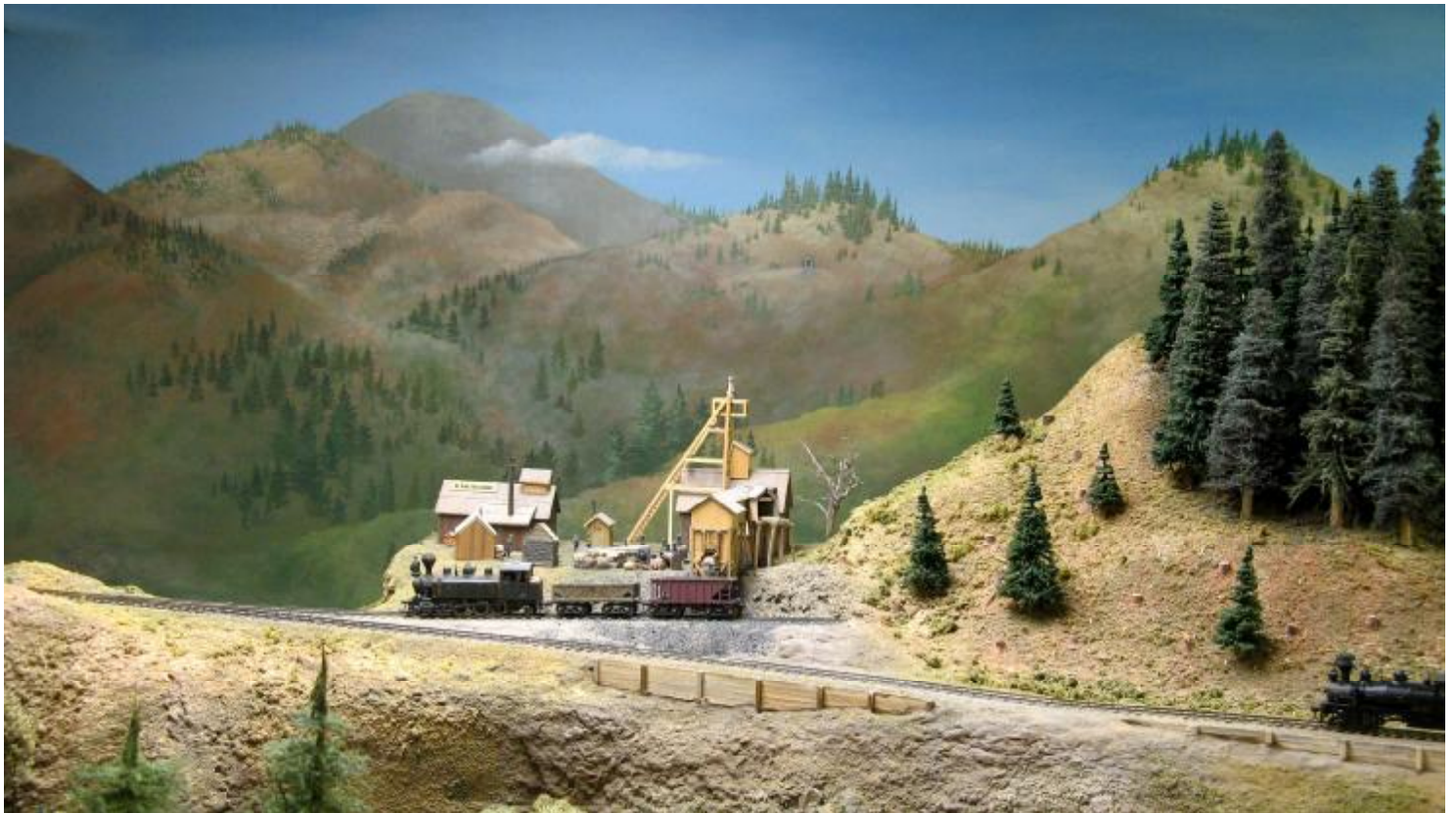
Rochester Model Rails

Dedicated to Quality Model Railroading

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Coal mining on the Oil Creek Logging and Mining 1:87 scale model railroad of Dick Senges, Victor, NY.

Building a 1:87 Scale Sawmill - Part 35 by *Richard Senges, MMR*

Building a New On30 Model Railroad by *Dr. Sam Pennise*

Model Railroad Post Office - from *Florence H. Wright*

Scene on a Model Railroad by *Ned Spiller, MMR*

Classified Ads – For Sale, Services and Wanted

The New On30 Model Railroad of Sam Pennise

Part I - The House and the Train Room

Text by Richard Senges, MMR and Photos by Sam Pennise

Dr. Sam Pennise, a dentist in Hammondsport, NY (voted the coolest small town in America in 2012) is starting a new On30 model railroad. Hammondsport, NY is located in upstate NY at the base of Keuka Lake. It is the home of the Bath and Hammondsport Railroad which can be viewed by going to the website: www.OilCreekrailroad.com This is the first article in a series describing the planning and construction of Sam's new model railroad.

Sam built a new house of Keuka Lake last year and planned for a 26' x 26' train room over two stalls of the garage. Over the third stall is the 12' x 22' crew lounge.

The image below shows the new house from the lake side. The new train room is above the garage doors behind the three windows. The 12' x 22' crew lounge is over the third bay to the left behind the red tree.



The new 26' x 26' train room is over the two garage doors behind the three windows. The 12' x 22' crew lounge is over the third bay to the left behind the red tree.

Photo by Sam Pennise.



The room on the right is the train room measuring 26' x 26'. The room on the left side is the crew lounge measuring 12' wide and 22' deep. The front of the house (lake side) is behind the photographer.

Sam has laid out red rosin paper to help locate the boundaries of the future On30 model railroad.

Photo by Sam Pennise.



The image above shows the new train room and the crew lounge in the back. Lake side is on the left of the picture where there will a desk placed viewing the lake. The proposed layout at this time is kind of a dog bone walk in design with some elevations on the far right side. The far right side of the layout will be away from the wall about 18”.

Many designs were considered before reaching the final design for the benchwork. The benchwork will be the subject of the next article in this series.

Photo by Sam Pennise.



The view above is taken from the crew lounge. One can see the red rosin paper outlining the footprint for the proposed new layout and also the desk facing the lake in front of the windows.

The windows on the right are the three windows seen on the front (lake side) of the house on page 3. The two doors on the back of this image access the hall and the rest of the upstairs of the house. The layout is on the second floor of the house. There is an elevator in the hallway to access the first floor.

Photo by Sam Pennise.



This last image shows the proposed version of the layout looking from the lake side inward. Many variations of the layout were laid out using the red rosin paper and suggestions from various local model railroaders.

As the series unfolds, you will see how the benchwork was constructed and the proposed track plan.

Photo by Sam Pennise.

**Next Issue –
The Benchwork**

Model Railroad Post Office

Number 30 in the Series

From the files of Norman E. Wright



A 2-2-0 toy cast iron & stamped tin steam locomotive inscribed "Jupiter," dating from 1880s was one of the 37-cent Antique Toys definitive stamps that featured four antique American toy vehicles from the Strong Museum in Rochester, New York.

In June 2002, the USPS had prepared a se-tenant block of four non-denominated stamps featuring antique toys. The words "First Class" appeared on the face of the self-adhesive stamps. A denominated version, of the same set was issued later that year in July printed with "37".

The other three stamps in the block picture a bright red U.S. Mail truck with a spring wound mechanism, a yellow taxicab, and a fiery red steam pumper complete with two firemen.

The stamps carry Scott Catalogue numbers of 3627 and 3638/3643.

Scene on a Model Railroad

Text and Photo by Ned Spiller, MMR

I recently was in Atlanta, GA, where I attended DixieRail, a full weekend of operating on layouts belonging to the group I was part of when I lived there 15 years ago. One of the high points for me was operating on Norm Stenzel's Brandywine and Benedictine RR. This is a full basement railroad with beautiful scenery, all hand-laid track, and everything runs perfectly. Norm models Virginia and West Virginia in 1953, and has a large fleet of steam locomotives and some diesels. Norm says the display shown in the photos represents his opinion of diesels. The historical information on the marker in front of the locomotive is reproduced on the layout fascia.

Too Good to be True?

Sometimes an idea comes along that appears to be the answer to everyone's prayers. Such was the case with the General Electric AC4400's. Developed jointly by the Brandywine & Benedictine Railroad and the General Electric Corp. the AC4400-class diesel electric locomotive was designed to do the job of almost every existing locomotive in operation at the time, both Steam and Diesel!

The AC4400's were designed to produce 4400 continuous horsepower and have a tractive effort of approximately 100,000 lbs. They did this with a huge Cooper Bessemer diesel prime mover and a revolutionary AC alternator powering 6 traction motors on 6 axles. This would have eliminated the need for multiple locomotives on heavy trains and also reduce the personal needed to operate them. In reality, the locomotive's mechanical and electrical complexity and high fuel consumption made it extremely costly to operate and maintain. In operation, the AC4400's proved to be too heavy for light jobs and not heavy enough to handle the really heavy trains unassisted.

The experimental locomotives were pulled from service when it became apparent that no other railroads were willing or able to contribute to the cost of further development necessary to make the AC4400 economically viable. The decision was made to continue with the known technology of the Steam and Diesel locomotives already in service. Of the three locomotives produced for the experiment, only #400 was spared from the scrapper's torch and placed on display here as a reminder that "Some things can be too good to be true."



Building a Large 1:87 Scale Sawmill I

Part 35 – Lumber Transfer Car #1

Text and Photos by Richard Senges, MMR

In Part 34 of the Sawmill Series we viewed an image of the Diamond and Caldor Lumber Co. sawmill circa 1910, including the lumber transfer car. This issue we will look at the model of Lumber Transfer Car #1.

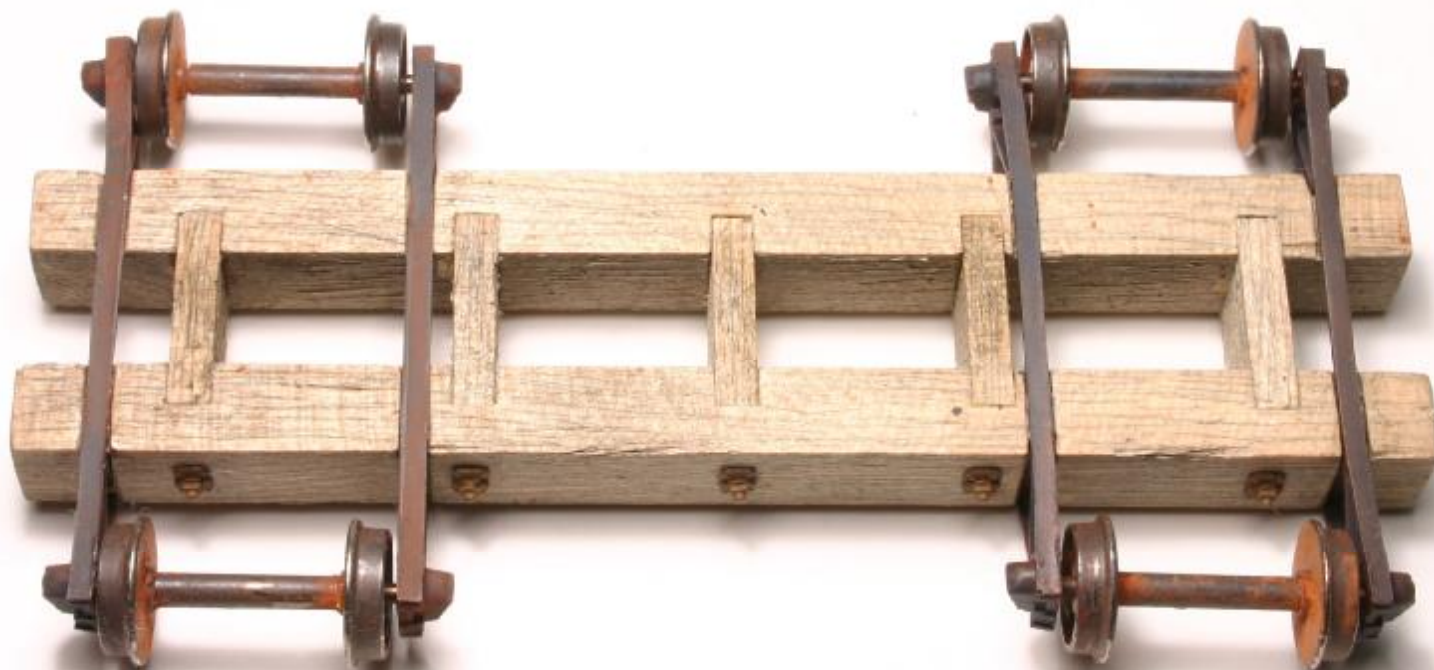
This model was constructed by Bernd Fegenhel of Bloomfield, NY. Bernd is a fellow model railroader in this area who viewed my layout and wanted to build a lumber transfer car. Bernd, using the image of the sawmill as a guide, custom cast the plastic frames and constructed the wood frame.

I distressed the wood frame, added the nut bolt washer detail, stained the wood, added the rail and *Intermountain* wheels, assembled and weathered the car.

Below are some images of the Lumber Transfer Car # 1.



Top view of Lumber Transfer Car #1 showing the distressed and stained wood frame, trucks, NBW detail and rail.



Bottom view of Lumber Transfer Car #1 showing the wood frame, custom made plastic frames, wheels, NBW detail, and weathering.

Next Issue –
Model of the
Lumber Transfer Car #2

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Dr. Sam Pennise

NEXT ISSUE

Model Railroad Post Office

**Sam Pennise's On30 New RR
Part II**

**Building a Large
Sawmill/Pond Complex –
Lumber Transfer Car # 2**

Rochester Model Rails

E MAGAZINE

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All articles published in the *Rochester Model Rails* are strictly the opinions of the authors and do not necessarily represent the opinion of the *Rochester Model Rails* management. The authors solely take full responsibility for their opinions, comments, drawings and images.

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**Articles,
digital
images,
drawings
and
plans
welcome.**



www.railroadmuseum.net

Classified Ads

Services For Sale

Webb's Psychological Services

Individual & Group Therapy
Marriage & Family Therapy
Psychological Testing & Evaluation

Dr. Charles E. Webb, Psy. D.
Licensed Clinical Psychologist
Over 22 years of Service

1215 High Street
Bowling Green, KY 42101

Phone: (270) 782-1116

Fax: (270) 782-9108

e-mail: cwebb11458@aol.com

WANTED

WWII JEEP



1941 – 1945 Willys MB or Ford GPW.

Properly restored.

Excellent condition.

Jeep must have specific written restoration documentation of parts and procedures.

Location: north east US.

Richard Senges, Victor, NY (585) - 924 - 8379

OCRR@frontiernet.net

Classified Ads

For Sale

Chipper Shedder



Sears Craftsman 8 HP

Used very little

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WANTED

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To work on

WWII Jeep

**1941 – 1945 Willys MB
or Ford GPW.**

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OCRR@frontiernet.net

Classified Ads

For Sale

Model Railroad Bench Work

**New – Never Been Used
Excellent Construction**

**1" x 4" Poplar wood
2" x 4" Adjustable legs**

**Five modules
30" wide –
5 - 11 feet long
With 2" foam top**

**Sam Pennise,
Hammondsport, NY
(607) 769 - 1001**

drsam@hportdentist.com

For Sale

Chair



**Reasonable
Like new condition**

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Classified Ads

WANTED

Bayonet and Scabbard for M1941 Johnson Rifle



Richard Senges, Victor, NY

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