

# *Rochester Model Rails*

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*Steve's Repair* on the On30 model railroad of Steve Levine. Model by Steve Levine & Matt Kovacic. Image by Matt Kovacic.

**Railroad Sites of Ontario and Wayne Counties, NY** by Don Young

**Jim Hutton's Post War Lionel Layout – the Wiring** by Jim Hutton, P.E.

**Building a 1:87 Scale Sawmill - Part 18 – Dry Rollway** by Richard Senges, C.P.M.

# Railroad Sites of Ontario and Wayne Counties, Upstate New York

*by Don Young*

I've spoken to several of you over the last year about local railroad sites. Here is a list I've compiled.

**Sodus Point** – The site of PRR coal trestle and yard. Coal was shipped from here to Canada from about March something until about November 15th. It was also shipped from here to Oswego to a power plant that used coal from mines that had an interest in the PRR, or vice versa. Please note that Oswego also had a coal trestle to ship coal on lakers. Rochester and Fair Haven had trestles as well. You can see where the trestle was, the roundhouse and turntable pit (filled in). While there you might like to look at the lighthouse and channel to see where the lakers came in and out of the "Point".

**Wallington** – It's about 5 miles south of Sodus Point on NY 104. There is a wye there with the old Hojack (NYC) and the PRR north and south bound.

**Sodus** - Home of the Ontario Midland. Not much there last time I looked.

**Newark** - Was on the old mainline of the NYC. Also junction point of the "Marion Peanut" PRR. There were ice sheds there and some light switching and freight loading. Non express passenger trains stopped as well, in fact I rode from there to Utica several times and I used to pickup people and drop them off at the station.

**Lyons** - NYC (NS) yards, proposed Amtrak stop, junction of PRR, now FLRR and NYC.

**East Palmyra** - NYC watering troughs for express trains. Long troughs ran between the rails and the tenders had a scoop on the bottom, which they lowered into the trough forcing water into the tender, on the fly. What a sight, these very large Hudsons and Mohawks traveling 50-60 miles an hour, water spraying everywhere. Nothing really to see, only the spot.

**Wayneport** – A large yard for icing reefers, water tower and coaling tower over the main line, or at least part of it. I understand that it was the first coaling spot for trains like the 20th Century and Empire State Express after leaving New York and last NY bound. Again not much to see, only the spot.

**Manchester** - Lehigh Valley yard, 800-1000 employed there, round house, old LV cars, turntable still there, although somewhat buried in rubbish.

**Clifton Springs** - NYC, Auburn Branch, station now used as public library and it looks nice. LV stopped on south side of town for passengers bound, or leaving the old Clifton Springs Sanatorium, now hospital. One of the few small towns that the better LV trains stopped.

**Orleans** - PRR wooden water tower, still in use as a public water tower. Site of fatal head-on crash in fall of 1961. Southbound train had clear orders, if I remember correctly and tower operator in cleared northbound at same time. Seems he was drunk! Coal all over the place, happened just north of the water tower. At least two fatalities, if I remember correctly.

**Phelps** - Junction of PRR, LV and NYC.

**Stanley** - Junction, at one time 5 RR's met there. Over 200 people employed. Nice info board on west side of hamlet.

**Geneva** - Large LV station, on a curve. Junction of old NYC, LV, and PRR. Now home of FLRR.

That's all I can think of now. Anybody want to put together a road trip? I'll help. We might want to change the order we see things, skip some, etc.

## Jim Hutton's Post War Lionel Layout - The Wiring

by Jim Hutton

I am making progress with my wiring, but still have a long way to go. I have completed wiring the 4 track loops and 11 switch controllers. I had to purchase a second, 275 watt *Lionel* ZW transformer to power the track loops and accessories. My old 190 *Lionel* KW transformer didn't have enough power for the length of track, 2-motor engines, and number of accessories on the new layout. I will use it to power switches and lights. I have wiring connections (power and ground) at 19 locations on the track, meaning a total of 38 soldered connections, 38 solderless terminals, and the associated wiring.

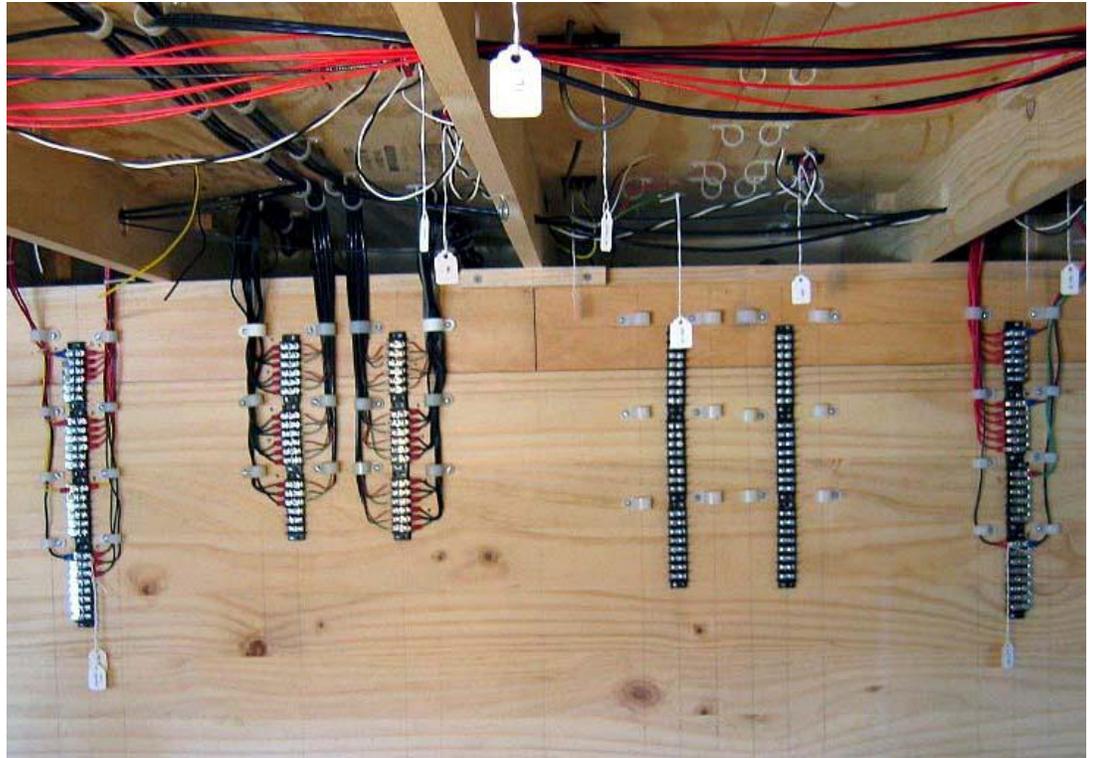
There are 11 *Lionel* switches on the layout. Each one requires a 3-conductor control wire, single-conductor power wire, and controller. The first picture (right) shows the controller wires hanging below the control panel after I mounting the controllers.

The second picture (right) shows the switch controllers mounted on the control panel after connecting the wires to the switches.



I use *Radio Shack* barrier strips to connect the wiring from the various items (transformers, switch controllers, and uncoupling track controllers) on the control panel to their respective items around the layout.

The third picture (right) shows the barrier strips mounted on the inside of the board below the control panel.



The last picture (below right) shows the current state of the control panel. The 3 uncoupling track controllers are just sitting there for now. There will be a total of 12 of them before I am finished. I've got to take each one apart and solder new, longer, multi-connector cables to them (in the correct sequence). I'm not looking forward to that. And, I still have to wire all of the accessories and lights. There is some complexity involved with some of the accessories so that will take some time also. Hopefully, the wiring will largely be done soon.



# Building a Large 1:87 Scale Sawmill I

## Part 18 – The Dry Rollway

by *Richard Senges*

In Part 17 of the *Sawmill Series* we discussed the construction of the Log Deck. This issue we will review the Dry Rollway - see the model photo below on page 7.

Logs that were known to sink in the log pond, such as hardwood logs, were unloaded on the Dry Rollway. The Dry Rollway in the *SierraWest Twin Mills at Deer Creek* kit was too short to accommodate a siding for unloading logs. A larger Dry Rollway (29' x 83') was built using scale 16" x 16" lumber modeled after the rollway on the Pino Grande mill of the Michigan-California Lumber Company. This larger size will allow logs to be unloaded from a siding on the 25 square foot 3.5' x 7' mill complex.

The scale wood was distressed, stained and glued together. Peco track pins, with their heads cut off, were also used to fasten the pieces together.

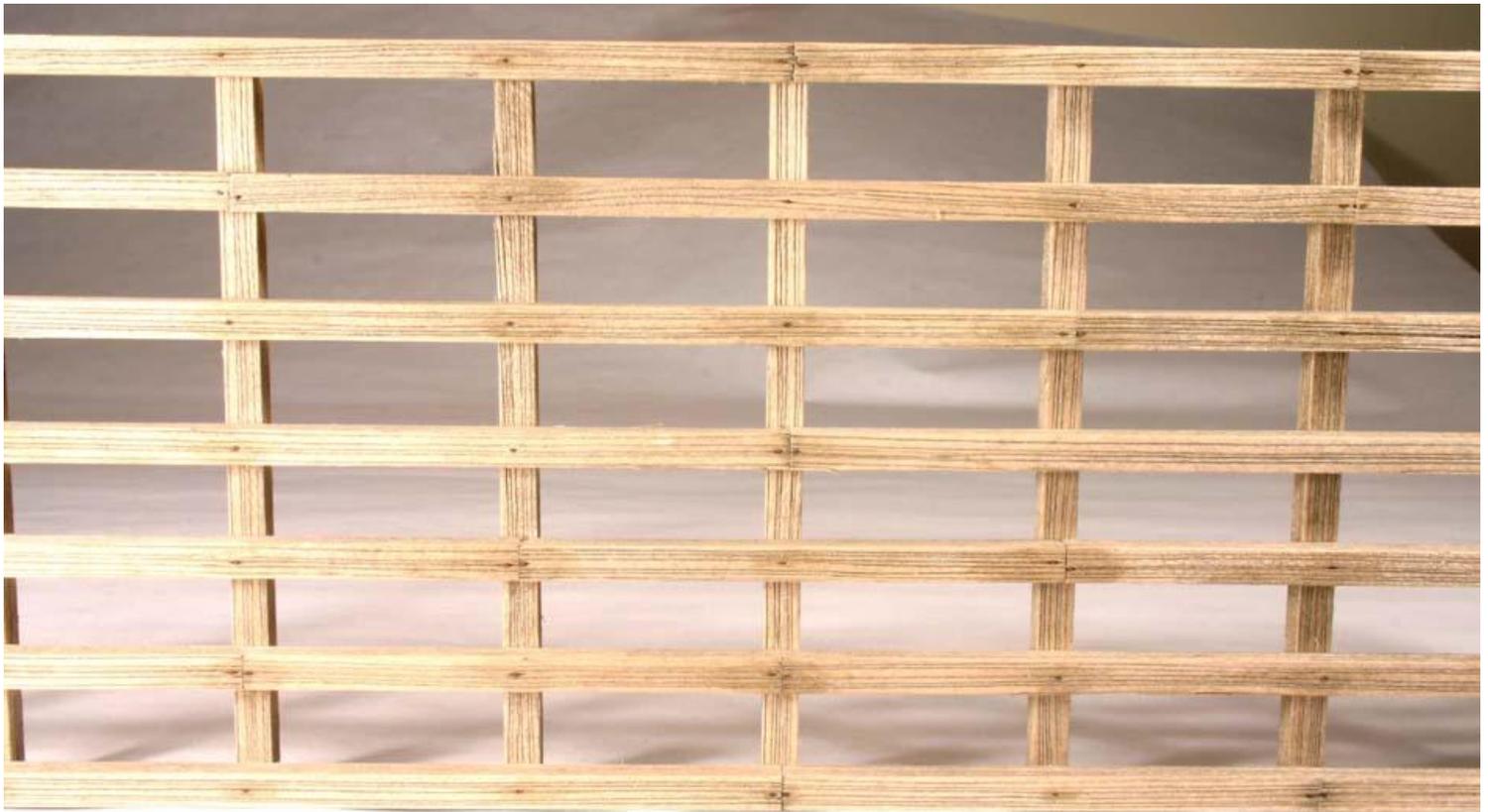
From the book *Lumber* by Ralph Clement Bryant –

### **Dry Rollway –**

“The rollway consists of a substantial crib work upon which round or square skids are placed 6 or 8 feet apart. The skids run at right angles to the main axis of the mill and slope gradually downward away from the point of unloading so that logs can be rolled readily toward the equipment used for conveying the logs into the mill.

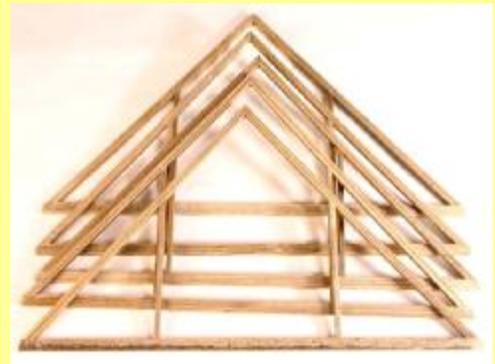
The height of the outer ends of the skids should be slightly less than the top of the bunks of the cars or other vehicles on which the logs are brought to the mill, and the lower end of the skids should be slightly above the bunks of the car used for transporting the logs into the mill.

Chock blocks, placed at the low end of the skids, hold the logs in place until they are required for sawing. The width of the rollway should be sufficient to hold, single decked, one car load or several wagon loads of logs. A length of 250 feet usually is adequate for a mill with a single head-saw.”



## The Dry Rollway

### Next Issue – The Trusses



Potential Future Articles

*Resin Casting*

*The Santa Fe CF – 7*

*Hammondsport Band Shell*

*Hammondsport Power House*

*Hammondsport Engine House*

*Tortoise Installation Made Easy*

**NEXT ISSUE**

**Covered Wharf Shed of the  
B & H RR, Hammondsport, NY**

**Building a Large  
Sawmill/Pond Complex  
Part 19 – The Trusses**

**The RR Exploits of Jim Hutton**

**Depth of Field – How to Improve**

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**E MAGAZINE**

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