

# Rochester Model Rails

*Dedicated to Quality Model Railroading*

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A Fn3 scene at the Mid Atlantic Narrow Gauge Guild 27<sup>th</sup> Module Meet, Kimberton, PA – May 22, 2010. The model, by Bob Hardesty, is a 1:20.3 scale model of a logging steam donkey. These "beasts" were widely used on the woods for dragging cut timber to a loading point and hoisting the logs onto flats or log cars. They consisted of a steam boiler and engine driving winches with steel cable, all mounted on skids. Although they were capable of dragging themselves through the woods to new loading sites, for longer trips they would be loaded onto flats and moved by rail. This scene shows the loggers relaxing while being carried to a new site.

**The Portage Oneida Model Railroad** by *Gordon Spalty*

**Hammondsport, NY – 1800s Band Stand**

**Hammondsport 1894 Power House – Part I - History**

**Building a 1:87 Scale Sawmill - Part 20 – Steam Engine** by *Richard Senges*

# Portage Oneida Railroad or Ouch! Bitten by the Bug

*by Gordon Spalty*

## The Inspiration

Narrow gauge fever. Yep, I have succumbed to that dreaded disease that causes sweat on your forehead and trembling hands, an excitement that makes people turn and stare.

Well... maybe I'm postulating a bit here.

I have always had an interest for narrow gauge. My wife and I have been to visit the three foot East Broad Top Railroad in Pennsylvania several times. I have always wanted to incorporate an EBT type of railroad in my standard gauge Maine & Western Railroad. The problem is there isn't a whole lot of coal mining in New England where the M&W is located. I'm not particularly interested in watching hopper cars go back and forth either.

What's a guy to do?

Then I found out about the Maine Two Footers. These were New England narrow gauge railroads. Ah ha...this will work for me. The fact that for the most part they occurred only in Maine has no consequence for those hardy folks that live in the North Kingdom of Northern Vermont and New Hampshire. They will have their namesake towns connected to the outside world by the ng two footer... Portage Oneida Railroad. As corporate head of the M&W I'll see to it.

## The History

I'll take you back a bit to see how all this came about. My Maine & Western standard gauge railroad is based on the St. Johnsbury and Lake Champlain Railroad. The St.J is a real railroad that was part of the Portland and Ogdensburg Railroad, Vermont Division, way back. This connected with the Maine Central RR at St. Johnsbury. Eventually the Boston & Maine took over the St.J.

The St.J was never a money maker except for a few sparse years in the beginning. Most of everything on the railroad was hand me downs from the B&M. Well my St.J, now known as the M&W, is a railroad dedicated to the local people who patronize and fund the entity. The M&W will survive.

Now...what about those folks in the North Kingdom that wanted a rail connection to the outside world? Oneida is a resort / backwoods camp destination. This traffic is seasonal and other than the well heeled "Rusticators" not much foreseeable income for the M&W. Portage is not much of anything anyway except for a gravel pit and some logging. Hmm...maybe the M&W could provide a narrow gauge railroad at a reasonable cost for the locals. Thus...the Portage Oneida is born!

All said and done the P.O. didn't fare so well. Portage was eventually past by and Portage Junction became the real connection to the outside world. Here the railroad transferred passengers and goods from the MEC, woops... the M&W, to the P.O. Oneida dried up and South Oneida became the real end of track. Passengers detrained here for relaxation and a cruise on Long Lake. For those staying you could book a room at one of the resorts or rent a cabin. Fishing is said to be very good in the lake.

So that's how the P.O. came about, in my mind anyway. All...well, some, of this is based on the real Bridgton and Saco River RR in Maine. The B&SR lasted until the 1930's only to be reborn as the Bridgton and Harrison RR which withered for a few years until 1941 and then it was gone. The real reason the B&SR / B&H lasted so long was the railroad offered excursion trips being touted as a "unique two foot railroad".

Well the P.O. is "unique" also. It survives mostly on excursions using various equipment from a variety of other former New England two footer railroads. There is some freight which consists of goods for the only general store in the South Oneida area and supplies for the resorts. The P.O. survives but barely and is known locally as the "Poor Orphan". This term came about when the M&W severed financial ties with the P.O. The railroad was desperate and would do anything it could to put money in the coffers.

## The Layout

My P.O. "layout" started as a ten foot by fifteen inch wide stand alone railroad module. This would give me a place to display and operate my HOn30 cars, all kits, which I had purchased a while back. A somewhat hidden staging yard was planned off of one end. My plan changed when I obtained a *QuickPicBook* entitled "Bridgton & Saco River, A Pictorial Journey" by Peter Barney. I was then convinced that the P.O. should take a bigger role with the M&W. Now the P.O. is nearly a quarter of my expanded layout.

The track plan of the P.O. is pretty simple, point to point in the form of a horseshoe with an extended leg. There is a run-around siding on each end of track where the motive power switches to the other end of train. The trains are not turned just run back and forth. There is an additional siding at each end for some switching of cars.

The P.O. is not a true two footer as I use N scale track so it scales out to thirty inches for the track gauge thus the HOn30 moniker. This is the same idea as the On30 now so popular on the market. To improve the appearance of the flextrack I flip it over and cut the connecting ties so all are separate. Then I remove every third to fifth tie and respace the remainder. When the track is glued down, painted and ballasted it looks pretty good.

I use N scale trucks under my cars. The two footer cars hunker down over the trucks so you barely see them anyway. My motive power uses N scale locomotives as donors with HO scale size bodies. You can really see the difference between narrow gauge and standard gauge cars as these two footers are even smaller than three foot narrow gauge cars.

The P.O. is also to be used as a testing ground for new ideas I may want to use on the main M&W portion of my layout.

### **The Construction**

As this was to be a stand alone module I used 2' pink extruded foam, know as home insulation, for the base. Nothing new here as a lot of module clubs use this because of weight.

My roadbed is *AIM* products N scale foam roadbed. I don't think I would use this again as it was too resilient and soft. I glued the roadbed to the base using *Loctite Power Grab* adhesive. I used the cartridge you put in a caulking gun. This is an excellent product and worked great. I used the *Loctite* to glue the track to the roadbed as well.

The ties and track were painted using *Delta Ceramcoat* paint. This is an inexpensive acrylic paint found in craft stores. I use this for structures and figures also. It works well and can be thinned and sprayed with an airbrush. Ballast was put down and glued with Matt Medium or *Elmer's White Glue* both of which were thinned 50 /50 with water. A little wet water spray and everything stayed put. My wife thinks "wet water" is a hilarious term. I just grin.

I gave the module base a coat of earth brown paint. It was a cheap "oops" paint from *Home Depot*. This was followed by a coating of Lou Sassi's "ground goop". Now this is great stuff. You end up with a nice texture to your earth base.

As I mentioned my module ended up being a permanent part of the main layout with some of these techniques being carried over as well. I finished what I had of the *AIM* roadbed and switched to cork. This was much better. I'll use the extruded foam as scenery base only. It is very noisy when you use the foam as a track base.

### **The Loco**

I have a small four wheel critter I built which is my only motive power so far. It ran ok but with a bit of stalling. In one of the *Yahoo* groups a gentleman mentioned an electronic / electric contact cleaner and conductive lubricant called *CRC 2-26*. I found this in the *Home Depot* electrical dept. It was quite dusty so I bet they don't sell a ton of this stuff. I sprayed this on some scrap cork roadbed and rubbed the rails. The critter behaves much better now. This will become standard treatment for my entire track.

### **Ground Goop**

Basic Formula:

White glue  
Brown latex paint  
Paper mache  
*Vermiculite*

That's the tale of the P.O. so far. I have my vision of what the railroad will look like. This area is compact enough that it may actually get finished. That's the plan anyway.

## Scenes from the Portage Oneida Model Railroad of Gordon Spalty



# Hammondsport, NY – The Band Stand

*By Richard Senges*

In Hammondsport, NY at the south end of Keuka Lake, in the late 1800s and early 1900s, the Bath and Hammondsport Railroad was in its heyday. Seven trains ran on Sundays in the summer from Bath to Hammondsport taking the tourists to the beautiful Keuka Lake. The tourists then boarded steam boats for their final destination on the lake.

On the green near the lake and south of the still existing passenger depot was the band stand. The model shown below and on page 10 depicts this band stand in the late 1800s. The assembled laser cut unpainted 1:87 scale building (*Geller Toy Trains GZ1-HO*) was purchased at the 2010 Springfield Train Show. Dave Armitage of Batavia, NY, painted the structure and added the band. The model will replace the *Woodland Scenics* gazebo currently on the B & H RR model railroad of Dick Senges.





# Bath and Hammondsport Rail road

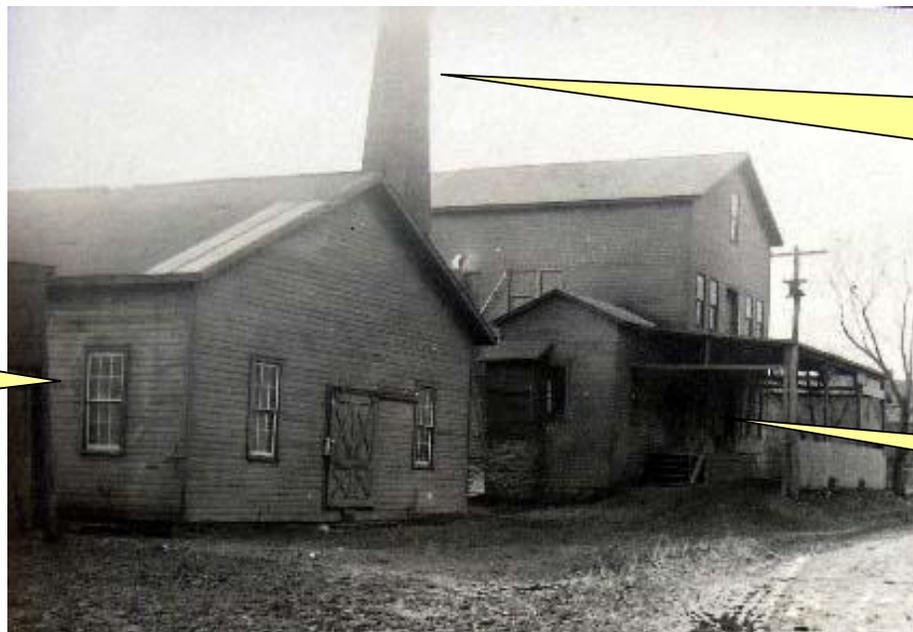
## Hammondsport, NY - The Power House

### *Part I - History*

*by Richard Senges*

#### 1894

The Hammondsport, NY Power House, 200 feet west of the Bath and Hammondsport Railroad engine house, was built by Harry Champlin to power a Box Factory to the east and a "Roller Mill" or Grist Mill to the west. The shafts to power the mills were under the building and extended into the adjoining buildings. These shafts, according to a close neighbor of the power house, were enclosed in wood structures near or in the ground.



Box  
Factory

Power House  
50 foot tapered  
brick chimney  
still standing  
today.

Roller  
Mill

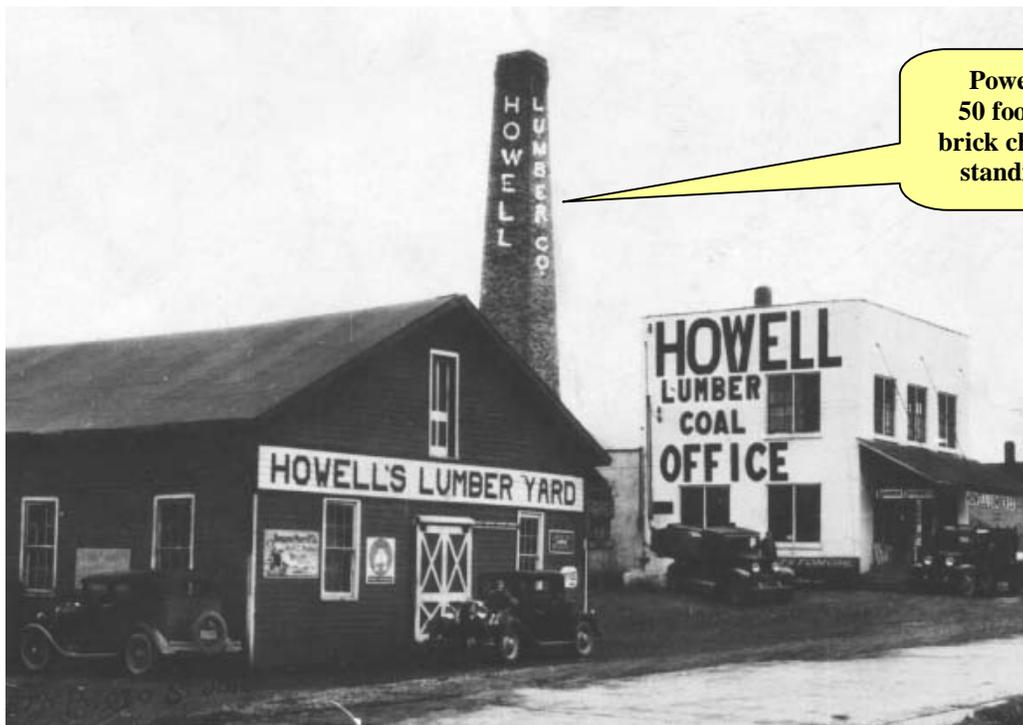
This Power House is not the "Grist Mill" that Harry inherited from his father Charles Champlin in 1859. That Mill was located in Pleasant Valley to the south. Many of the Hammondsport residents call this building "*The Old Mill*", but it is believed by the author this was not a grist mill but a power house.

A coal siding went from the Power House south (west side of the building) and connected with the B & H RR track. There was a wood door to the front (north) toward Liberty Street. Iron doors were on the front of the 50' brick chimney near the ground.

The openings in the building on the west, south and east side were windows. The building was 13 feet high from the ground level to the fascia. The floor of the power house was four feet below where it is today. Today - June 2010 - the west side of the building appears to be back filled with dirt making the building only 11 feet high.)

## 1900s

The Grist Mill (west of the Power House) became the HOWELL LUMBER COAL OFFICE . The building to the east (box factory) became HOWELL'S LUMBER YARD. Letters on the 50' brick chimney - "HOWELL" on the east side and "LUMBER CO." on the north side. Notice the antique autos.



## 1957

The Power House, Box Factory building and the Howell Lumber Company buildings were still standing, as well as many other industrial building in this area including a coal tipple and lumber yards.

Within the next 40 years all these building were burnt down, fell down, or were destroyed. Only the Power House and the B & H RR Engine House remain today.

## 1960s

The Power House became "The Little Olde Mill" gift shop run by Amy Howell. (same Howell family as the lumber people).

The letters are still on the 50 foot tapered brick chimney and can be seen through the trees.



## Summer 1972

Terry Bretherton of Hammondsport rented an apartment in the Power House. Also, there was another building attached to the Power House to the south. This building is gone but a gray caulk line remains on the south side of the building where this building was attached to the south side of the Power House.

## **Mid 1980s**

Duncan Springstead ran an upholstery shop in the Power House. He now lives next to the Power House to the west. The building could not be heated properly so the business in this building was short lived.

Many bats lived in the chimney and could be seen at night in large black clouds in the sky over the chimney. Great for eating mosquitoes.

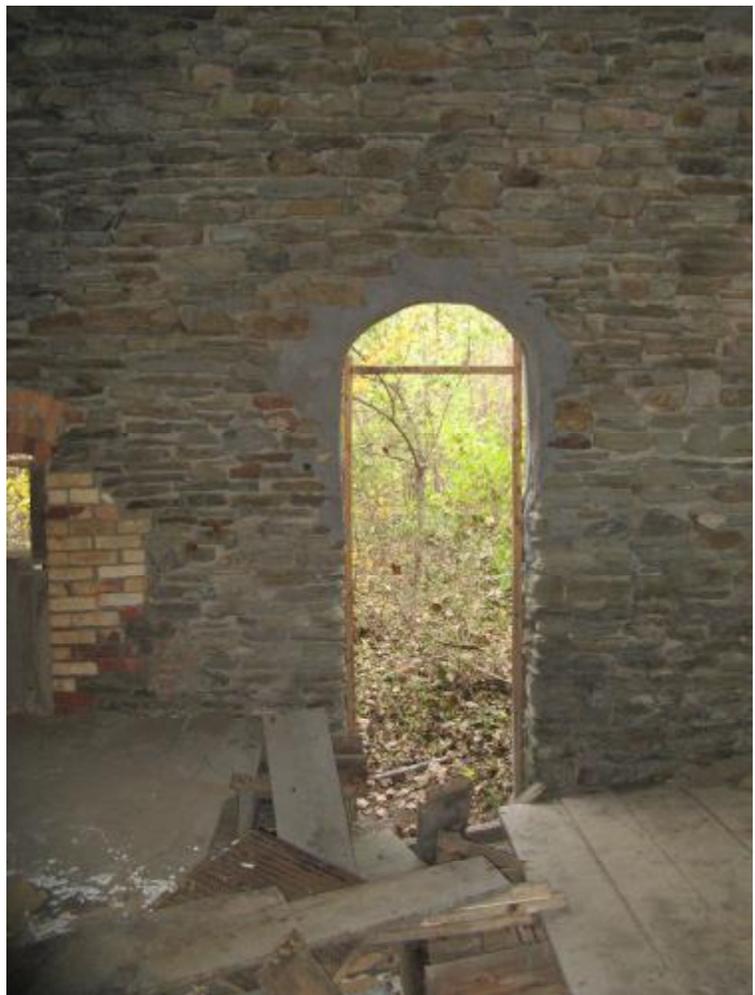
## **April 2006**

Doors and windows of the Power House boarded up except for one south entrance. Harold Russell and Richard Senges, with permission from the owner, measure the Power House and take many digital images.

## **June 2010**

Power House doors and windows are open and structure in disrepair. Inside the ceiling falling down. There is a large crack in building on east side above the cleanout. It is private property.

The Power House is owned by Mike Doyle who also owns the B & H RR Engine House and the local Hammondsport Pleasant Valley Winery. There apparently are no plans to restore the Power House. Too bad as it is a great old structure with two foot stone walls and the tapered 50" brick chimney.



# Building a Large 1:87 Scale Sawmill I

## Part 20 – The Steam Engine

by *Richard Senges*

In Part 19 of the *Sawmill Series* we discussed the construction of the Trusses. This issue we will review the Steam Engine - see the model photos on pages 13 & 14.

A *Western Scale Models* Ames Iron Works twin cylinder steam engine was used instead of the one supplied by *SierraWest*. The *Western Scale Models* steam engine is much more detailed and realistic. The kit # LH-4 (now discontinued in HO scale) had an instruction booklet 27 pages long including the drawings and parts list. This model would look great in a large scale which *Western Scale Models* still manufactures.

The steam engine will be located in the boiler house, as part of the large logging complex. The boiler house will contain two *Western Scale Models* boilers (to be described in a later issue of the *Rochester Model Rails* magazine).

The assembly was somewhat tedious as the parts in 1:87 scale are very small. CCA glue was used as well as white glue and epoxy – what ever worked the best for the situation. The model was aged using dark washes.

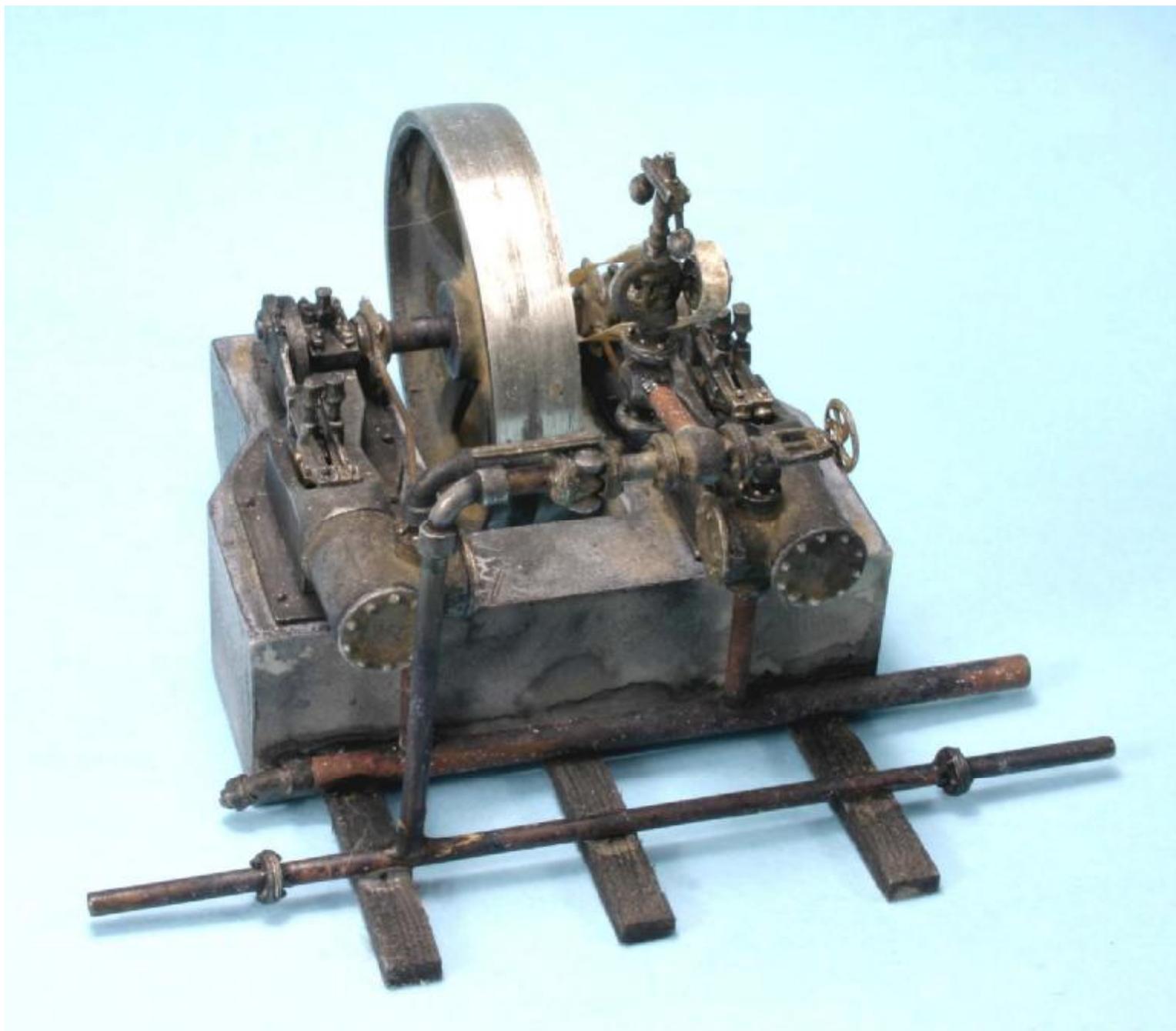
Three wood supports were added to help support the piping. This piping will eventually be attached to the two boiler house boilers.

**From *Western Scale Models* instructions .....**

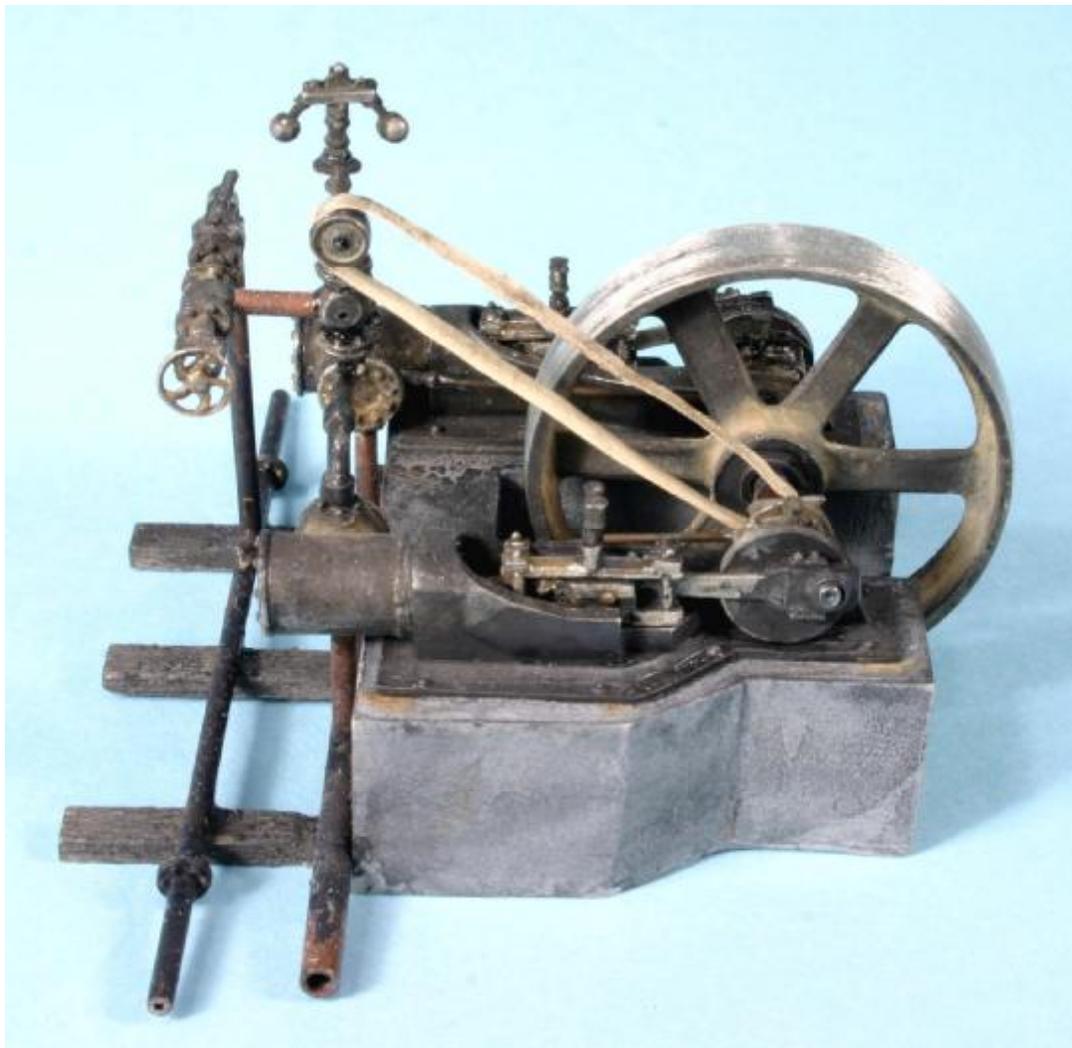
### **The Ames Iron Works Regal Model Steam Engine**

“Today this type of steam engine powers the head-rig saw and edger at the Hill Oakes Lumber Company in Monroe, Oregon. The engine was made in 1906 and first used for over 40 years at the J. H. Chambers Saw Mill in Loraine, Oregon. The engine was moved to the Hill Oakes Mill in 1953 and run at least part to their mill ever since. Its twin cylinders are each 16” in diameter with a stroke of 18”. The pulley is 96” in diameter with a face of 26”. The engine is 12” 11 ½” long, 10”5” wide and weights 15,750 pounds. It operates at 180 rpm and is rated at 220 horse power using steam pressure of 80 psi. it uses a Gardner fly-ball throttling type governor. The engine uses a balanced slide-valve, has forged steel connecting rods fitted with cast iron crank pin boxes lined with babbitt.”

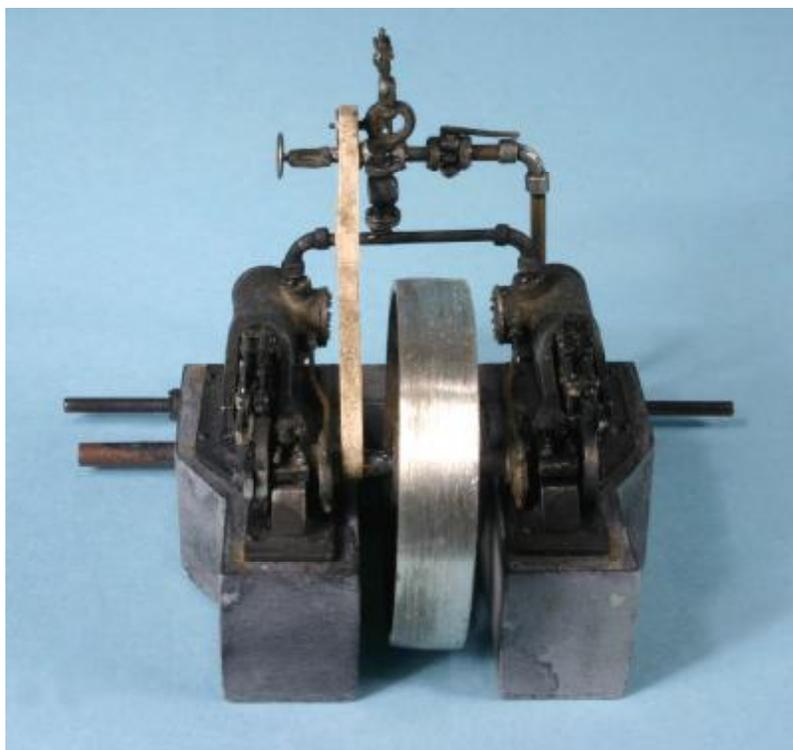
## The Steam Engine



The *Western Scale Models* Ames Iron Works Regal Model Steam Engine built by Dick Senges for his large logging sawmill complex boiler house.



**Next Issue – The Boiler**



**Potential Future Articles**

*Resin Casting*

*The Santa Fe CF – 7*

*The RR Adventures of Jim Hutton*

*Hammondsport Power House*

*Hammondsport Covered Wharf Shed*

*Tortoise Installation Made Easy*

**NEXT ISSUE**

**The Hammondsport, NY  
Covered Wharf Shed**

**Building a Large  
Sawmill/Pond Complex  
Part 21 – The Boilers**

**The Hammondsport, NY,  
Power House – Part II**

**The Railroad Adventures  
of Jim Hutton**

**Rochester Model Rails**

**E MAGAZINE**

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