Rochester Model Rails

Dedicated to Quality Model Railroading

VOL. 9, NO. 68 **ROCHESTER, NY** **JULY/AUGUST 2010**

The Covered Wharf Shed in Hammondsport, NY, on the HO scale model railroad of Richard Senges, Victor, NY.

Dave Armitage of Batavia, NY, converted this On30 *Bachmann* 0-4-2 loco (top photo) to a 1:87 scale 0-4-2 loco (bottom photo). He also added the engineer, fireman and wood load. The loco runs on the Oil Creek Railroad of Dick Senges of Victor, NY.

The Railroad Exploits of Jim Hutton

by Jim Hutton

In April 2010, Ann and I did our first bike ride of the year on the Harlem Valley Rail Trail from Millerton, NY to Wassaic, NY. There was a Metro North train at the Wassaic station when we got there. It was unique in that it had a brand new engine painted in New Haven Railroad colors.

I did a little research on the Internet and found that it was a BL20GH manufactured by the Brookville Equipment Corporation of Brookville, PA. I had never heard of that company. The Connecticut DOT is buying several of them for service on Metro North.

There are several Metro North branch lines, like this one, that aren't electrified. Apparently, it can be controlled from the control panel in the lead passenger car, as that's where the engineer was when the train departed.

I think the diesel engine only takes the train as far as a place named Southeast where passengers have to transfer to an electrified train for the remaining trip into Grand Central.

Photos by Jim Hutton

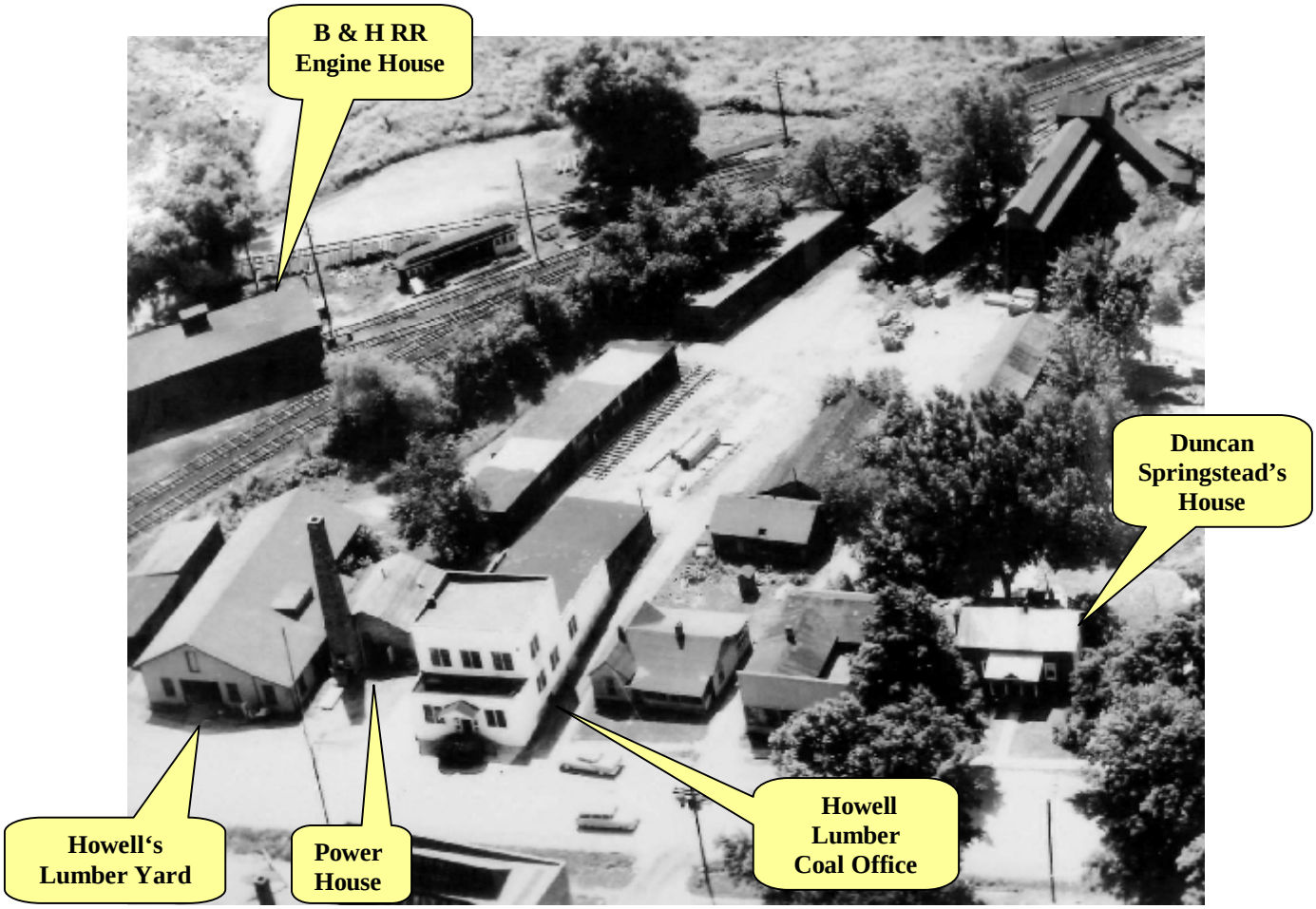
Bath and Hammondsport Railroad

Hammondsport, NY - The Power House

Part II – The Model

by Richard Senges

In the last issue of the *Rochester Model Rails*, we discussed the history of the Hammondsport, NY Power House from its inception in 1894 to today. This issue shows additional images of the Power House, including the 1:87 scale model, and a drawing.



The image above (looking south east) shows part of Hammondsport, NY, in the mid 1900's. The only structures that remain today (2010) in this photo are the Engine House, the Power House and Duncan Springstead's house. All others are gone. Note the section of the railroad track running north and south which brought coal to the Power House. The railroad tracks that enter the Engine House from the south are still there today. Keuka Lake is to the left (east) of the Engine House.

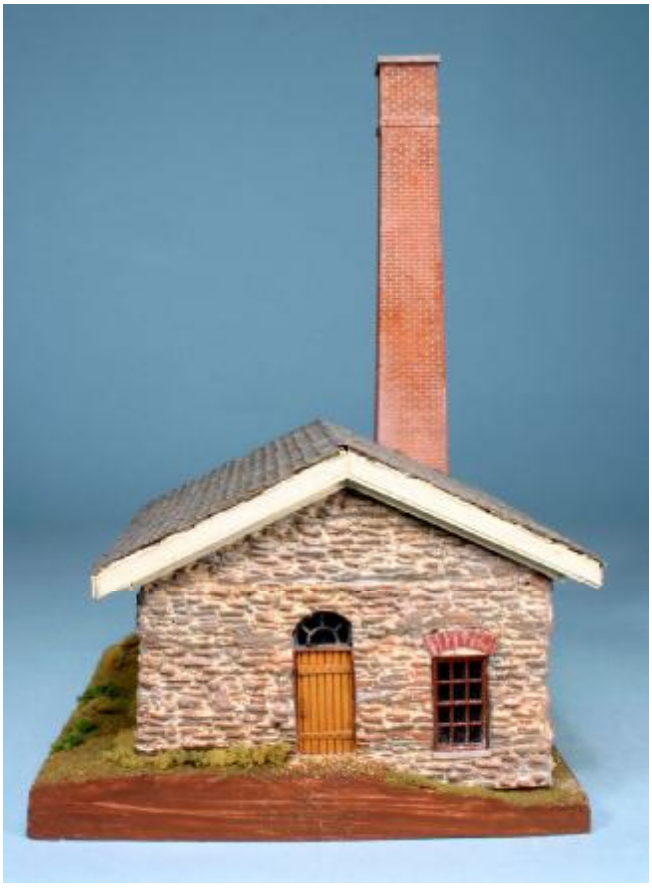
On the west side (*above*) of the Power House the ground is about two feet higher than the east side. This is due to some filling that occurred in recent history. Strange to see the ground level up to the bottom of the windows. The arched brink work continues on the west side of the structure.

The front (*above*) of the Power House faces north to Liberty Street. Not much has changed over the last 100 year or so except there are
many trees in front of the structure that almost totally block the view in the summer.

Interesting to note that there are arched brick arches above each door and window. Also, there is a two foot high stone wall on the north and part of the east side, probably added in the late 1900's. Purpose ?

Dave Armitage of Batavia, NY constructed this model in 1:87 scale. The stack is a *B.E.S.T.* resin casting to which Dave extended the base to gain height to the 50 foot level.

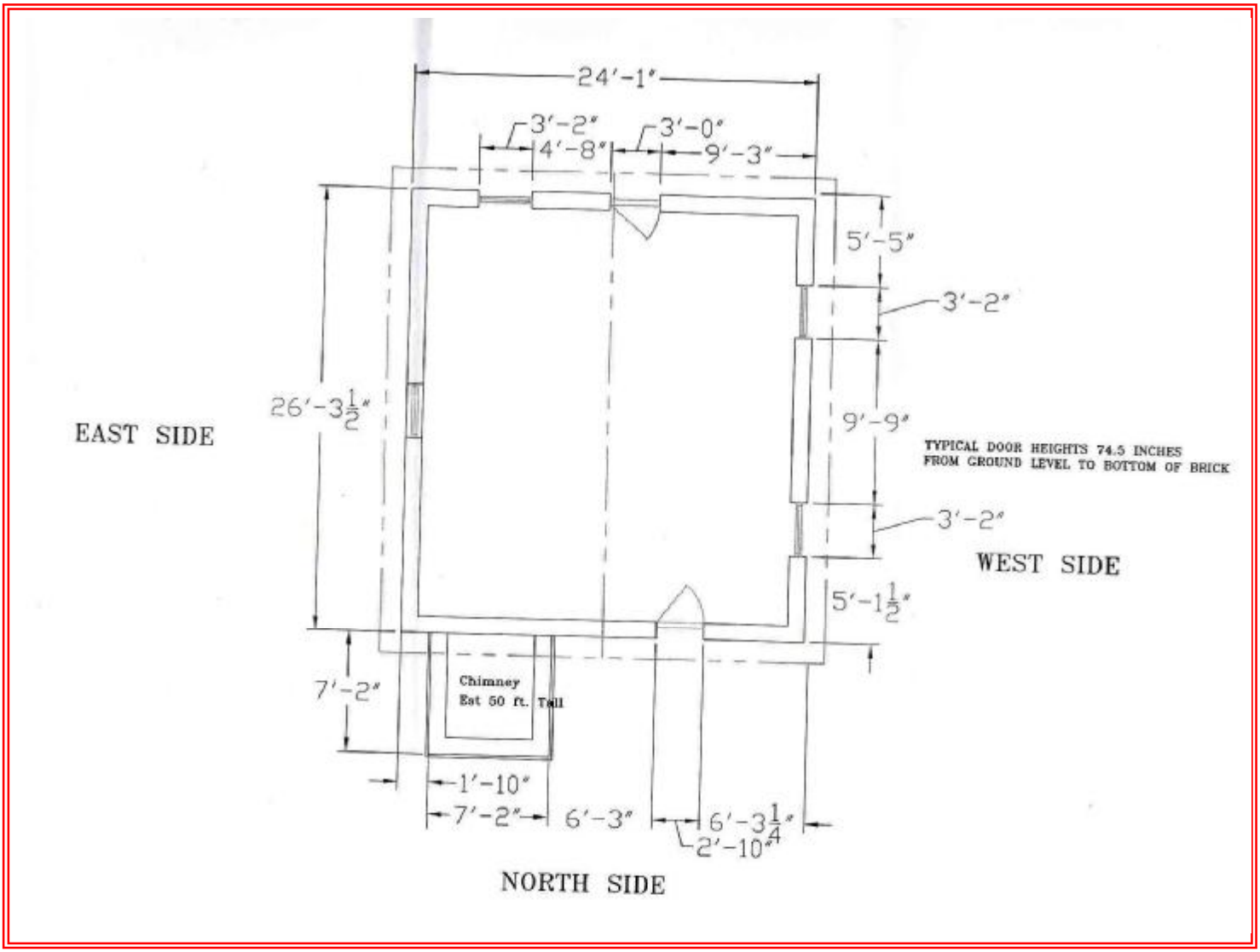
Ten stone wall castings were made of Hydracal by Dick Senges using a mold he made from several *Musket Miniatures* Civil Wall stone walls. These stone wall sections were then stacked and carved by Dave Armitage to construct the 14 foot high walls for the Power House. Dave scratch built the rest of the structure except for the windows.



Upper Left: The south side of the Power House shows how that land is higher on the west side and lower on the east (lake) side.

Above: The east side has one window and two cleanouts, one in the main building and one in the stack. A brick arch is over the window. The east side of the small two-foot high stone wall is also depicted on the model.

Left: A removable roof was built by Dave Armitage which included the idler pulley. This idler pulley is still in the Power House today (2010). By the position of this pulley and the stack location, it appears the boiler was in the north east corner of the building and the steam engine and drive system in the north west corner.



Harold Russell made a complete set of drawings of the Power House including all four sides and the Plan Drawing above. Copyright 2010.

Building a Large 1:87 Scale Sawmill

Part 21 – *The Slab Conveyor*

by Richard Senges

In Part 20 of the *Sawmill Series* we discussed the construction of the Steam Engine. This issue we will review the Slab Conveyor. - *see the model photo below.*

The 85 foot slab conveyor was designed and scratchbuilt by the author. First a drawing was made (*see page 3*) and then a parts list. Four different sizes of 1:87 scale dimensional lumber were distressed and stained. For ease of construction, the conveyor was designed as a rectangle, rather than having flared sides.

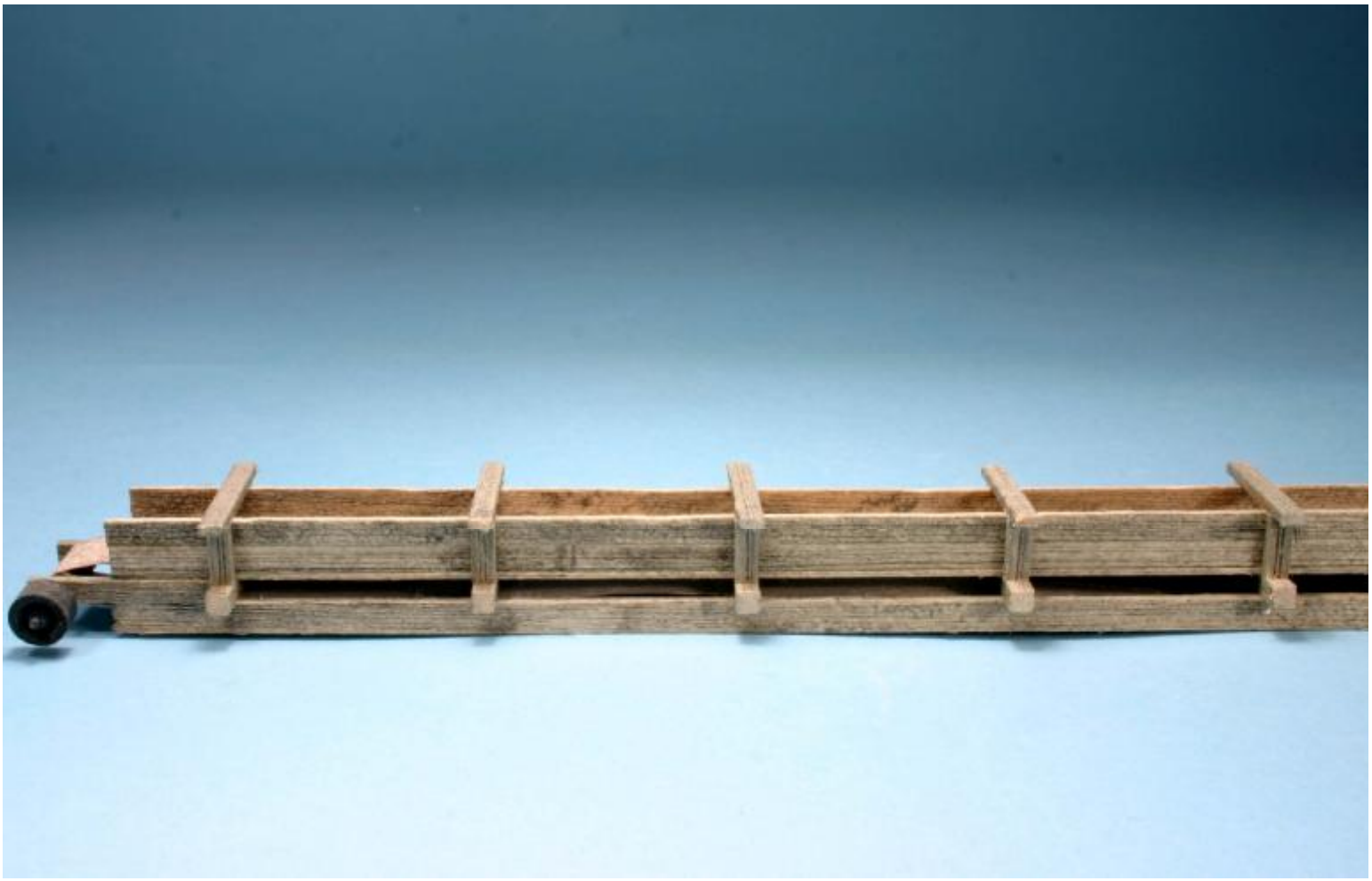
The assembly was glued together using white glue. A drive roller was added at the mill end which will, at a later date, be connected to the mill drive system. A belt, made from paper, was stained and installed instead of a chain. The conveyor runs 85 feet, most of the length of the "Old Mill".

From *Lumber,* by Ralph Clement Bryant ……

The Slab Conveyor

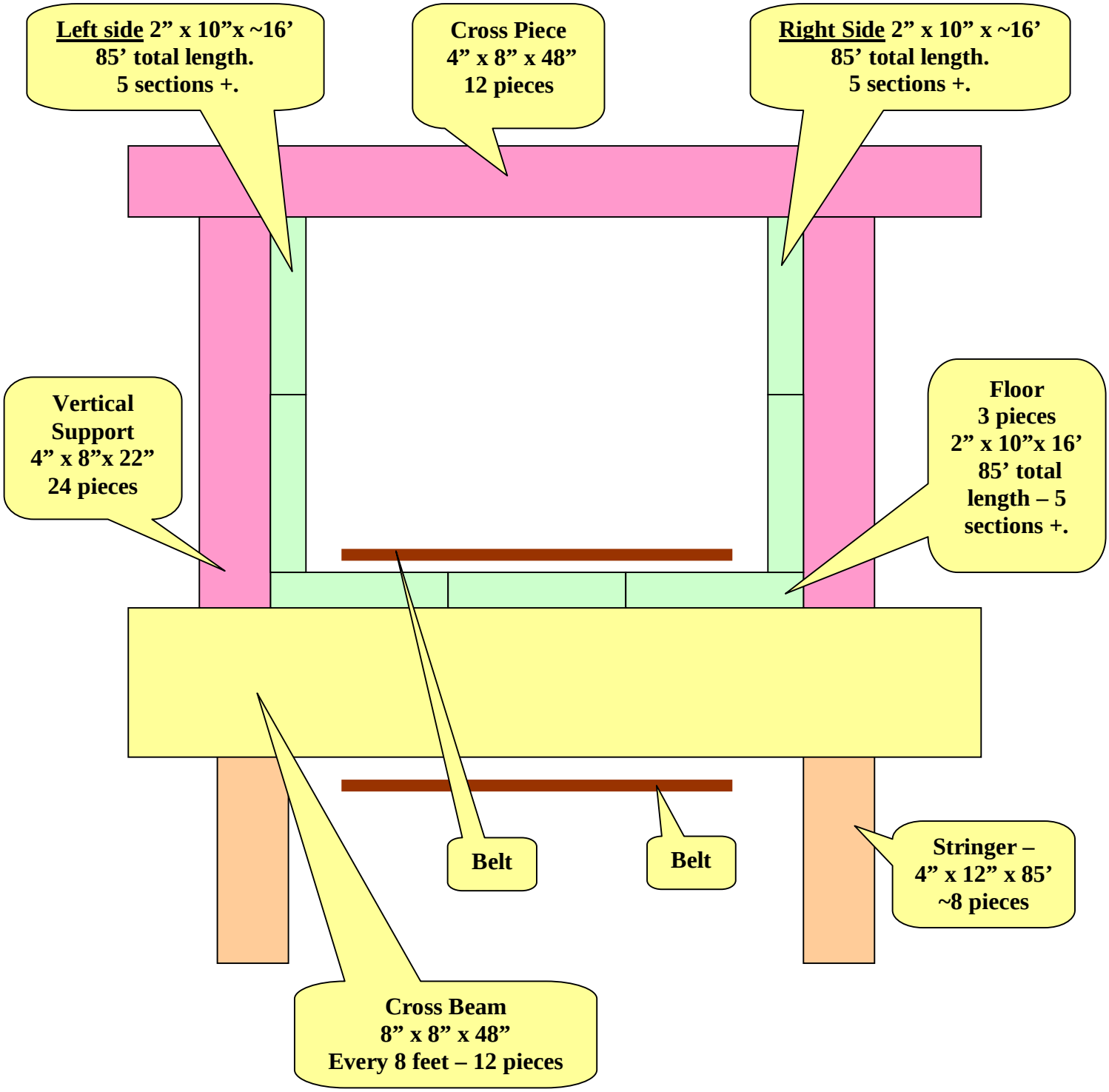
"Conveying systems for transporting sawdust, slabs, and refuse of all kinds to the lath mill and to the refuse burner or to the fuel house travel in box-shaped chutes which are from 18 to 30 inches wide at the base. They have flaring sides about 19 inches high and a top width from 30 to 40 inches.

The conveyor chain which transports refuse to the burner often is the same type as the jacker chan. It is equipped with hardwood or metal cleats, at 4 or 6-foot intervals, which extend across the base of the chute box and drag along the refuse. It is driven at the mill end either by a spur or by bevel gear and a driving sprocket which is actuated either by a belt or by a roller chain. It is not practicable to drive the chain from the delivery end of the belt-and shaft-driven mill because of the distance from the source of power."



The Slab Conveyor

Next Issue – The Boilers



85 Foot Slab Conveyor – Inside Old Mill – End View

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

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Building a Large Sawmill/Pond Complex Part 22 – The Boilers

Doctor Dick

The Railroad Exploits of of Jim Hutton

Rochester Model Rails

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