

Rochester Model Rails

Dedicated to Quality Model Railroading

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ROCHESTER, N.Y.

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A 4-4-0 Oil Creek Rail Road locomotive stops for a photo shoot near the Pioneer Railroad Bridge at Pioneer, PA, in Western Pennsylvania on the HO scale model railroad of Dick Senges, Victor, NY.

Digital image by Dick Senges

The Brienz Rothorn Bahn

Photo Gallery - O Scale Models by Carl Cornish

The R W & O - Part III

All Aboard – *The Pullman Connection*

Ask Doctor Dick – *Favorite Scenery Suppliers*

Train Events – *Updated 2005*

For past issues of

Rochester Model Rails

www.trainweb.org/rmr

The Brienz Rothorn Bahn

by Frank Smith

On my recent trip to Switzerland I had the wonderful experience of riding the Brienz Rothorn railway. This is the last steam coal fired powered train providing regularly scheduled service in Switzerland. The line still exists due to the enthusiasm and dedication of railway buffs.

It was first constructed over one hundred years ago. It's own depot is located across the street from the main railroad station in the city of Brienz which is known as the wood carving capital of Switzerland.

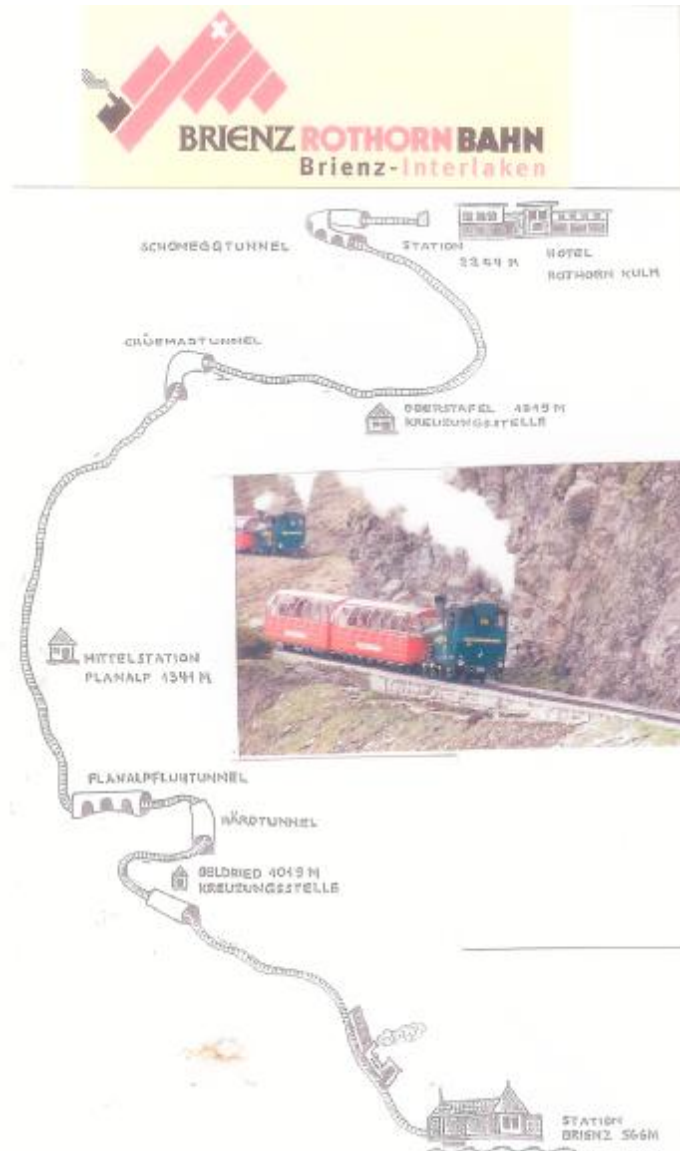
Arriving early you buy your ticket either round trip or one way if you are a hiker for your walk back down from the top. Having reached full maturity, round trip was my choice.

As you leave the station you quickly realize that yes it's steam, coal burning cog railroad. The roadbed is steep, winding with tunnels passing through some of the most spectacular part of the Bernese Oberland Alps. With one short stop for water on the way up and one short stop on the way down for coal we just chugged along at ten to twenty miles per hour. With so many photo ops the shutter clicks were as noisy as the train.

We arrived at the top where after a short walk we were at the hotel-restaurant for food and lots of ohs and ahs while looking over the scenery. The trip down was an anticlimax but I thought, "has anyone made a model of this?" What a wonderful project.

See photos of the Brienz Rothorn Bahn on pages 3 and 4.

Digital images by Frank Smith. Frank used a Kodak digital camera – DX 6490.





Digital images by Frank Smith



Digital Images by Frank Smith.

Photo Gallery

O scale *Timeless Repair* by Carl Cornish



Carl Cornish builds O scale buildings for sale under the name *Timeless Structures*. Carl took the image using his Nikon 8700 in macro mode. He can be reached at carl9005@msn.com

ALL ABOARD!

The Pullman Connection

by Betty James

During a recent visit to the Adirondack Museum at Blue Mountain Lake, I enjoyed touring an 1890 Pullman car. The elaborate carved mahogany woodwork, elaborate chandeliers, plush upholstered lounge chairs, fringed velvet curtains and decorated carpeted floors truly made for a first-class ride on the rails. The man responsible for such luxurious accommodations was George Mortimer Pullman. Many are unaware of Pullman's Western New York connections.

George M. Pullman was born in 1831 in Brockton, New York. In 1846, his family moved to Albion, New York. As a young man, George participated in the Albion Fire Department and worked with his family in a cabinetry/furniture business. The family was also involved in moving several homes near the Erie Canal in Albion. Following a very uncomfortable and sleepless journey by rail from Buffalo to Chautauqua County in 1852 with accommodations of a hard wooden bed and questionable clean linen, George returned to Albion and discussed with another Albionite, Ben Fields, his idea of building a more comfortable rail-coach.

Many other travelers in those days had only a board to lay across the seat and no available bedding. Some cars were unheated. If fortunate, a wood stove provided some uneven heat.

In the mid 1850's, Pullman moved West to make his fortune. In Chicago in 1859, he introduced his first sleeper, the "Pioneer". However, it was still crude and carried only four passengers on its first trip. As his first attempt was unsuccessful, it was necessary to earn money to make needed improvements. He spent some time in Michigan, moved buildings out of the mud in Chicago and also operated a general store in the Gold Rush territory near Pikes Peak, Colorado. Equipped with a fortune of \$20,000, he was then ready to renew his dream and returned to Chicago. The newly improved "Pioneer" resurfaced in 1863 and cost \$18,000. This more elaborate and lavishly fitted Pullman car became part of the Lincoln Funeral Train traveling from Chicago to Springfield, Illinois in 1865. George Pullman then became known worldwide and became a wealthy man due to American and foreign orders for his services and cars.

The Pullman Palace Car Company was formed in 1867. In 1880, Pullman, Illinois (a suburb of Chicago) became a model-manufacturing city with homes to accommodate the eventual 14, 000 employees and their families with all necessary needs. No saloons were allowed, but one hotel did sell liquor on a very restricted basis. Pullman, himself, had his private rail car parked on a siding outside his brown stone mansion.

George Pullman did not forget his teen years in Albion nor his family. His parents, James and Emily, lived out their lives in Albion and were buried in Mount Albion Cemetery. Following their deaths, Pullman had a church built in their memory. The Pullman Universalist Church, built in 1894, can be seen today at the corner of Main and East Park Streets in Albion, New York. This church is worth visiting. The vestibules are done in mosaic tile. Two bronze busts of his parents, designed by a Chicago sculptor, are built into niches inside the church. A large ten-foot high Tiffany stained glass window was commissioned. It is said that Louis Tiffany came to Albion to supervise the installation.

George Pullman died of a “heart seizure” in 1897 and was buried in Chicago. The old leather fire hat worn and signed inside the headband by George, while a volunteer with Albion Engine Company 2, was in the possession of the newspaper, The Orleans Republican, at the time of his death. It is not known where it may be today.

Learn more about the Pullman connection at the Medina Railroad Museum. You can see the large Pullman Car artifact display on any Tue. through Sun. from 11:00am to 5:00pm at 530 West Ave., Medina, NY. Call 585 798-6106 for information. The museum’s website is: www.railroadmuseum.net



The Rome, Watertown and Ogdensburgh Railroad – Part 3

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The Rome, Watertown and Ogdensburgh Railroad

In 1859 the Potsdam and Watertown Railroad was in severe financial difficulty. In 1860 the Watertown and Rome gained control. The Rome, Watertown and Ogdensburgh Railroad was born. By 1861 the roads were fully merged and a branch from DeKalb Junction to Ogdensburgh was built.

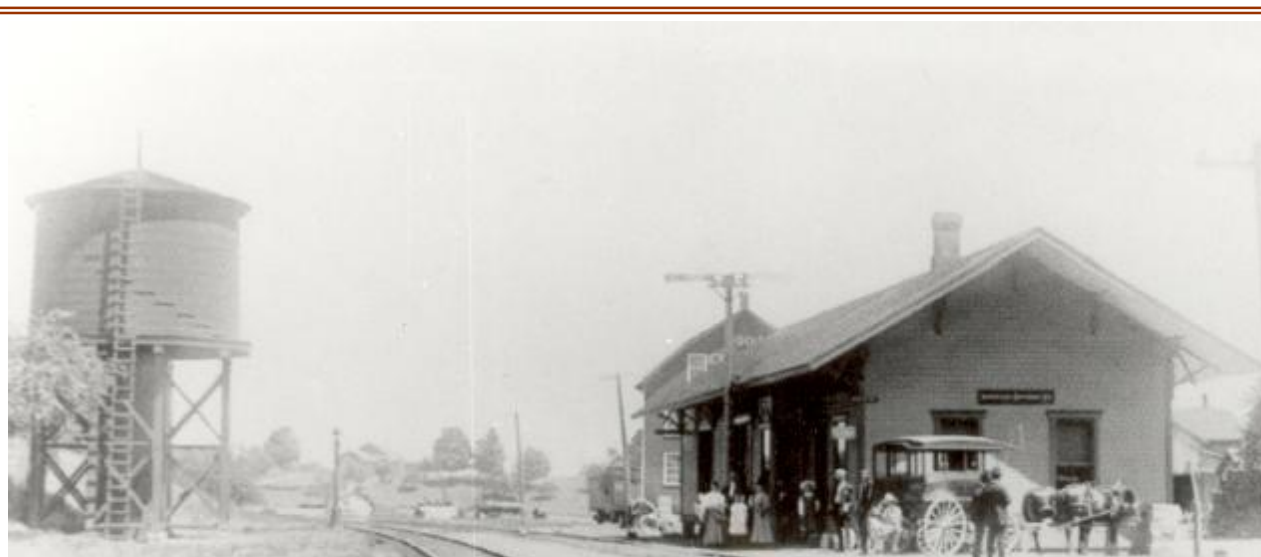
The main shops of the RW&O were located in Rome, NY with a smaller shop was located in Watertown. The Watertown depot was located adjacent to the famous Woodruff Hotel. Typical passenger operation of the day in 1863 was Rome to Watertown, three hours; a twenty-minute station stop; and three more hours to Ogdensburgh. There were connecting trains to Cape Vincent and from Potsdam Junction to Potsdam. A new branch from Richland, NY through Pulaski to Oswego was built. Sleepers served the Watertowners with easy travel to New York City.

In 1870, 38 wood burning locomotives weighing 20 to 25 tons each served the railroad. These were the products of primarily the Rome Locomotive Works, as well as the Rhode Island, Taunton and Schenectady Works.

By 1871 regular service consisted of two trains daily in each direction between Rome and Ogdensburgh. Additionally, there were multiple Rome to Watertown trains; three trains daily each to Cape Vincent and Oswego; and two in the DeKalb and Potsdam branches.

At this time the RW&O was considered the best operated railroad in New York State. The railroad was considered a very high-grade investment and a source of pride to the communities it served. Its stock regularly paid a 10% dividend during a time when railroad investments were considered very speculative.

Watertown had now become a significant manufacturing center noted for air brakes, paper, carriages, steam engines, and sewing machines. These businesses generated significant traffic for the RW&O. The iron mines at Keene and Rossie were sending several cars of ore southward daily.



The Old New York Central Station at Red Creek.

Photo Credit: Meyer Bookbinding Co.

The Syracuse Northern

With tracks to Oswego, the RW&O felt that it should have connections to Syracuse. It did this by leasing the Syracuse Northern. Now it had two connections with the New York and Hudson River RR., Rome and Syracuse. Not only did the Syracuse Northern run to Oswego but also its tracks extended to Sandy Creek. In 1875 the RW&O bought it at a foreclosure sale and the SN ceased to exist. A few years later, the tracks between Pulaski and Sandy Creek were pulled up.

At this point, the RW&O would have been better off if it left well enough alone. But they had visions of bridging the gap between Oswego and Suspension Bridge and Buffalo were there were an abundance of connecting lines to Chicago and the west. Their goal was to carry freight from the west to the Atlantic Coast and be independent of the NY&HR.

The Lake Ontario Shore Railroad

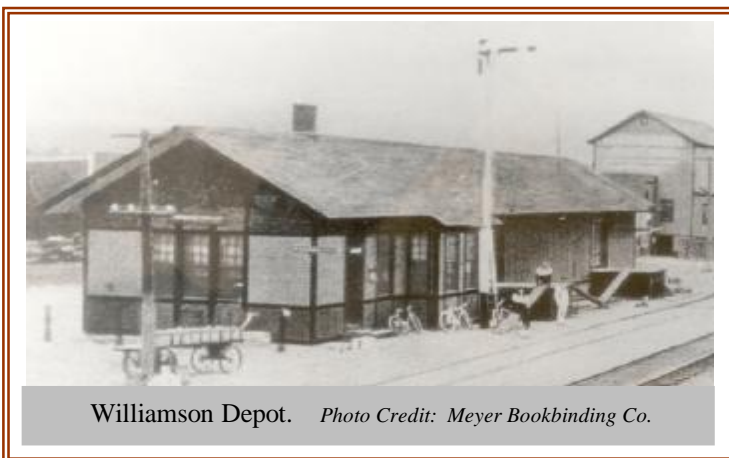
At the time the RW&O acquired the SN, there was a little railroad called the Lake Ontario Shore. For years it just ran eighteen miles west of Oswego. In 1870, it eventually struggled to reach Ontario, NY, 51 miles west. By 1875 the line went as far as Kendall. It would have been good if it had stopped there. Instead the directors chose to expand to Suspension Bridge. They overlooked the fact that the strip of land they chose to serve was 150 miles long with an average of 15 miles wide between the NY&HR Railroad and the lakeshore. That strip had no large communities and little industry. Of course the farmers in that strip were overjoyed that they no longer had to take wagonloads of produce all the way the NY&HR.

The directors of the LOS felt that they would make many important connections with the north-south running lines they crossed. At Sterling they crossed with the Southern Central later the Lehigh Valley; at Sodus, the Northern Central, later the Pennsylvania; and at Charlotte, the Buffalo, Rochester and Pittsburgh. They even considered building their own bridge over the Niagara River.

In 1875 this little railroad consisted of two second-hand locomotives, two passenger cars and 50 freight cars. In 1876, the wealthy RW&O took over the LOS and completed the track to Lewiston. By 1878 the rails were completed to Suspension Bridge.

It was necessary to build a tunnel under the courthouse and to bridge the Oswego River in order to connect the LOS with the RW&O in Oswego. This work was completed in 1876 just in time for the financial panic of 1877.

No significant traffic came from the LOS. The once wealthy RW&O could not meet its financial obligations of the acquisition and defaulted on its bonds. The interest paid by the RW&O bonds was gradually reduced till in 1877 they became zero and into default. Receivership loomed.



Williamson Depot. Photo Credit: Meyer Bookbinding Co.

In the next issue of the
*Rochester Model
Rails*

R W & O - Part 4



Ask Doctor Dick (The Scenery Doctor)

OCRR@frontiernet.net

John writes:

I know that you have favorite suppliers for your scenery materials. Can you tell me who they are and their website?

Doc:

John – great question. Sure I will mention some of my favorite ones below, and their website if they have one.

The first is not a supplier per se but a person. That is, the king of scenery – Dave Frary. His original book on *Realistic Scenery* (edition one and two) is the bible of model railroad scenery. Edition three is coming out in the Spring of 2005. Buy it.

The next is probably the best and most comprehensive supplier of model railroad scenery – *Scenic Express* (www.scenicexpress.com) in Delmont, PA. They are the guys that invented *Supertrees* and have just introduced the new concept of *Supersage*. I will be doing a product review on these new trees in the *RMR* March 2005 issue.

Another supplier of model railroad scenery and tools is *Micro-Mark* (www.micromark.com). I have dealt with these folks for 30 years and they have great stuff to help with your modeling. For tools in general, I also like Billy Carr's *The Tool Man* (www.hobbytools.com) in Texas. He does the train shows and has really useful stuff. I just purchased some ready-made trestles from Billy. For the larger tools, I go to *Harbor Freight* (www.harborfreight.com) either the local store or through the Internet. (See Nov. 2004 *RMR* for Mini Cut-Off Saw review)

My favorite supplier for really good HO scale figures is *Fun and Games* (www.scalefigures.com) in Jefferson City, MO. These HO scale figures are the best I have seen and fit my 1860s era RR. Another supplier of the 1860s era stuff is *Musket Miniatures* (www.musketminiatures.com) (or *Rustic Rails* - same company). I love their horses and wagons.

For general model RR supplies, I have been buying from *Standard Hobby Supply* (www.standardhobby.com) in NJ for 30 years. No problems with delivery and most of the time the stuff is in stock. And you pay no tax when buying out of state.

For molds and powders, you can't beat Joel Bragdon's *Bragdon Enterprises* (www.bragdonent.com) in CA. He has great latex rubber molds and some very large ones too, like #135 - 18" x 28". He also sells the best powdering kits. The finely ground powders actually stick to your models and many colors are available.

For the *Wet-N-Shape* material I use for the basic shell (*RMR* 2003 February and April issues), I order this from *Foust Textiles* (www.fousttextiles.com) in NC. There are now several modelers in Rochester, NY, and the Medina RR Museum, Medina, NY that have adopted my hard shell scenery methods using the *Wet-N-Shape* material.

Michaels (www.michaels.com) is great for hot glue, peppergrass, acrylic matte medium, photo spray glue, brushes, and acrylic paints. And last but not least is the *Dollar Store* where one can purchase an assortment of goodies - for how much each? *A Dollar!*

For Model Railroad Books,
Railroading Books,
And Books in General
See:

www.abebooks.com

www.addall.com

www.bookfinder.com

Any interest in an

Index ?

for the first 26 issues of the

Rochester Model Rails

→ e-mail OCRR@frontiernet.net

Don't Forget to Visit

www.railroadmuseum.net



Coming Next Month....

Product Review –
Scenic Express Supersage Trees

The R W & O – Part 4

Oil Derricks on the OCRR

Ask Doctor Dick –the Scenery Doctor
Working with Plaster

Updated 2005
Train Events Calendar

Rochester Model Rails

Editor and Publisher
Richard A. Senges

Web Master
Ted Larson

Photography
Matt Kovacic

Columnists
Leo Adamski
Gerald Brimacombe
Garis R. Chedens
Jim Hutton
George Irwin
Jack Matsik
Lou Nost
Gary Patterson
Richard Roth
Harold W. Russell
Frank T. Smith
David L. Thompson
Norm Wright

Authors: Articles, digital images, and plans
are welcome.

Mailing Address
1231 Wellington Drive
Victor, NY 14564

Web Site: www.trainweb.org/rmr

Recommended Train Events for 2005

Updated 12-28-04

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|------------------|---|
| January 16 | Utica, NY – Toy Train Meet, T. T. C. S. |
| January 16 | Paris, Ontario, Canada – Model Train Show, Paris Junction 2005 |
| January 20 | Rochester, NY – NRHS meeting – “NRHS Convention, 1973” |
| January 29-30 | West Springfield, MA - Railroad Hobby Show and Sale – largest one in the East ! |
| February 5-6 | Timonium, MD - The Great Scale Model Train Show |
| February 12 –13 | Hornell, NY – Hornell Model RR Club Open House & Model Railroad Show |
| February 12 –13 | Port Hope, Ontario, Canada – Ganaraska Railway Club Model Show |
| February 13 | Depew, NY – Toy Train Meet, T. T. C. S. |
| February 17 | Rochester, NY – NRHS meeting – “Maintenance of Way” |
| February 17 – 19 | Clearwater, FL – Sn3 Symposium 20 th National Convention |
| February 19-20 | Barrie, Ontario, Canada – Barrie Train Show, Barrie Event Centre |
| February 20 | Syracuse, NY – Syracuse Model RR Club Open House and Train Meet |
| February 20 | Copetown, Ontario, Canada – CARM Sponsored Train Show |
| March 5 | Grand Island, NY – ID Meet – “Modeling the Oil Creek Rail Road” |
| March 5 | Cobourg, Ontario, Canada – Model Train Show, Lions Centre |
| March 6 | Rochester, NY – Toy Train Meet, T.T.C.S. |
| March 6 | Scranton, PA – Model Train Show |
| March 12-13 | Rochester, NY – Rochester Model RR Club Show, 150 S. Clinton Ave., First Universalist Church, Sat. 10 – 5, Sun. 1 – 5; flea market Sat. only, Admission \$3.00 adult, \$2 6-12, Under 6 free. Info: Tom 585-872-6106 |
| March 13 | Kitchener, Ontario, Canada – Model Train Show, 425 Bingemans Centre Drive |
| March 17 | Rochester, NY – NRHS meeting – “Members’ Slide Night” |
| March 19 – 20 | Kingston, Ontario, Canada - Rail O Rama Show, Portsmouth Olympic Harbour |
| March 19 – 29 | Toronto, Ontario, Canada – Model Railway Show, Brookview Middle School |
| March 20 | Rochester, NY – RIT Train Show and Sale, 10:00am – 3:30pm, Student Union |



West Springfield, MA
Railroad Hobby Show and Sale
January 29 – 30, 2005



T. T. C. S. Toy Train Meet



*Densmore Two-Tank Oil Tank Car
The Oil Creek Rail Road Company, 1860 - 1868
Presentation - March 5, 2005*

March 20	Syracuse, NY – Empire State Meet, T.T.C.S.
April 3	Batavia, NY - Batavia Train Show and Sale, Batavia Downs, 9:30am – 3:30pm
April 3	Hamilton, Ontario, Canada – Open House, Hamilton Society of Model Railroaders
April 16-17	Frankfort, NY – Valley Rail Sights
April 17	Woodstock, Ontario, Canada - Model Train Show, Woostock Fairgrounds
April 21	Rochester, NY – NRHS meeting – “Chinese Steam #3”
April 23-24	Ithaca, NY – Finger Lakes Railfair
April 23-24	Iroquois, Ontario, Canada – Model Railroad Show and Sale
April 30, May 1	Lindsay, Ontario, Canada – Model Transportation Expo, trains, boats, planes, & autos
May 1	Guelph, Ontario, Canada – Train Show, Guelph Model Railroad Society
May 6,7,8	Medina, NY – “A Day Out with Thomas The Tank Engine” at the Medina RR Museum
May 7	Stayner, Ontario, Canada – Nottawasaga Model RR Club Model Railroad Auction
May 13,14,15	Medina, NY – “A Day Out with Thomas The Tank Engine” at the Medina RR Museum
May 19	Rochester, NY - NRHS meeting - “Lehigh Valley 16mm movies”
May 28-29	Midland, Ontario, Canada - Model Railroad Show, Midland District Railroad Club
August 13	Gananoque, Ontario, Canada – Thousand Islands Model Railroad Show
August 31	Dearborn, MI – 25 th National Narrow Gauge Convention – Silver Anniversary
September 3	
September 15	Rochester NY – NRHS meeting “American Orient Ltd.”
October 13	Rochester, NY – NRHS meeting – “New York’s Bridges”
October 15 – 16	Bowmanville, Ontario, Canada - Model Railroad Show, Bowmanville High School
November 13	Batavia, NY – Batavia Train Show/Sale

For a detailed listing of events, go on the Internet to:

WWW.CAORM.ORG

WWW.FINGERLAKESLIVESTEAMERS.ORG

WWW.GATS.COM

WWW.GSMTS.COM

WWW.MODELRAILNEWS.COM

WWW.RAILROADMUSEUM.NET

WWW.RAILROAD.NET

WWW.TRAINS.COM

WWW.TTOS.ORG



Miller Farm, Oil Creek Rail Road, 1866.



“A Day Out with Thomas
The Tank Engine”
May 2005
Medina Railroad Museum
www.railroadmuseum.net

Doctor Dick –
“The Scenery Doctor”
2005 Presentation -
March 5
Grand Island, NY