

# Rochester Model Rails

*Dedicated to Quality Model Railroading*

VOL. 3, NO.17

ROCHESTER, N.Y.

MAY 2004



“Blood, Sweat & Tears Railroad” HO scale layout of Gary Courtemanche of Hamilton, Ontario, Canada. For more great pictures, see his website: [www.bstrailroad.com/](http://www.bstrailroad.com/)

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# Modeling the Bath and Hammondsport Railroad

## *The Overall Plan*

*by Dick Senges*

There is a section of my 12' x 30' *Oil Creek Rail Road and Oil Creek Logging and Mining Railroad* where the scenery has never been completed. This section, 2' x 13', seemed perfect for adding a 4<sup>th</sup> industry, i.e., **grapes**. The area has some rolling hills, (perfect for vineyards) and a long flat section, good fit for the actual 100' x 1500' area. This seemed ideal for modeling the Bath and Hammondsport Railroad, at Hammondsport, NY, at the south end of Keuka Lake in upstate New York State. I have visited Hammondsport, NY, many times during the last 30 years, so am very familiar with the area (*see photo top of page 3*).

Before jumping into modeling a railroad I didn't know much about, I decided to make a detailed 12 page *B & H RR Chronology* from the inception (or even a little before) of the B & H to current times. This I reasoned would help me choose the time period to model. As it turned out, there appeared to be about four distinctive periods of the railroad: The Narrow Gauge Years 1872–1888; The Heyday of the B & H 1889–1907; The Erie Years 1908–1936; and The Later Years 1937–2004.

Since I didn't want to model narrow gauge, the Heyday Years looked interesting. Also, this tied into the

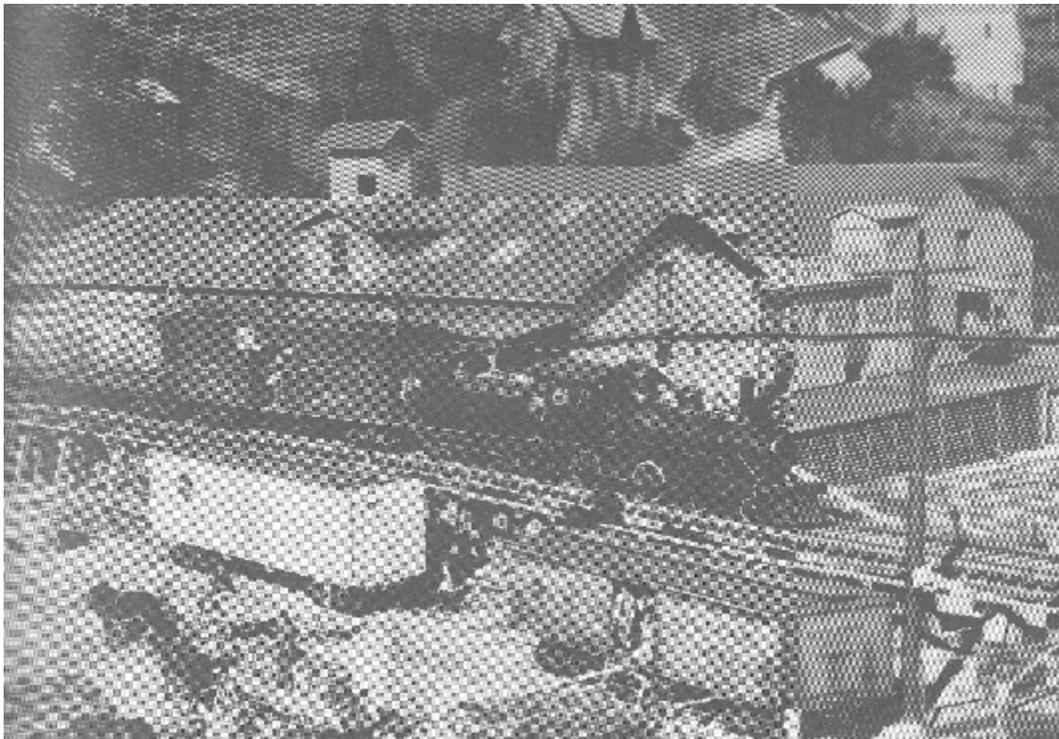
photos and books I collected depicting the Hammondsport area, the railroad, and the steamboats on Lake Keuka. Most favorite photo is of a one-story long trestle from the Wharf Shed to the Lyon Brothers Grape Warehouse just north of the Passenger Depot, circa 1898. [Ed. - *This photo (page 3 – lower photo) is what initiated the project in the first place.*]

Also 1900 seemed about right after I discovered an 1898 Sanborn Fire Insurance Map and later found a 1913 Sanborn Map. These maps are great and show all the detail. If scanned into your computer, you can blow up any specific portion and read all the details. Wow! Other data were retrieved from the Internet, some from an antique store and some from the son of an ex-president of the Bath and Hammondsport Railroad, Dick Honeyman.

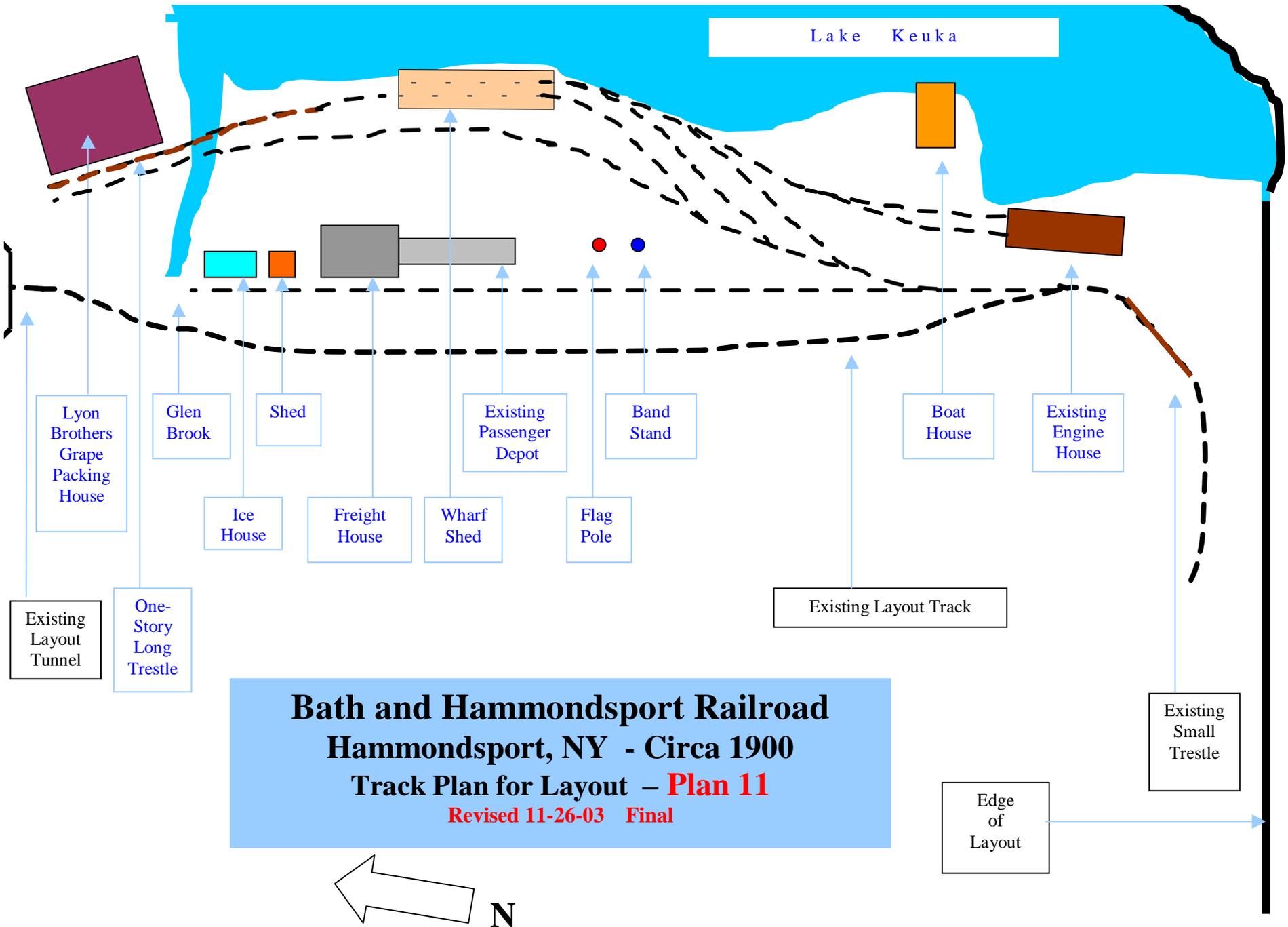
After reviewing the maps, 11 different track plans were constructed and after consulting with many people, a final track plan was adopted. (*See the B & H RR Final Track Plan #11 on Page 4.*) Even though this plan is not exactly as the original was in 1898 or in 1913, it is similar to these plans and allows for nice operations. As is always the case, it must fit in the space allocated. Next month – The B & H R Part II – *The Structures*.



The color postcard above depicts the Bath and Hammondsport Railroad Station circa 1900, Hammondsport, NY, at the south end of Keuka Lake. The building in the foreground left is the passenger depot (still standing today) with the famous pointed roof at the south end of the building. The B & H RR freight depot (lower building to the north of the passenger depot) is attached to the passenger depot. The wharf shed or steamboat landing is shown on the right. Two tracks are shown, one in front of the depot and one behind. The large building on the hill just above the point of the depot is the Lakeview Winery. Off to the left is the Lyon Brothers Grape Warehouse and to the right, out of site, are the Engine House (still standing today) and Powerhouse.



B & H RR 4-4-0 #8 with two reefers at the Lyon Brothers Grape Warehouse circa 1900. An Erie reefer and a NYLE&W boxcar sit on the lower track. Notice the one-story long trestle which runs from the Lyons Brothers Grape Warehouse south to the Wharf Shed. Lakeview Winery is on the hill above.



## VIRGINIA IS FOR LAYOUTS (MARYLAND AND DC TOO)

*by George Irwin*

In October 2003, I traveled down to the Washington DC area to attend Potomac Junction, the Fall Convention of the North East Region of the NMRA. The highlight of this gathering was the fine assortment of home possibility that many will be open again for the twin conventions taking place in August 2004, those being the N Scale Collector's Convention and the National N-Trak Convention. Every one of these pikes is a "don't miss." I would be remiss if I did not mention that the "National N Scale Convention", as it's now being called will include the effort, helmed by host group Northern Virginia N-Trak, to break the all-time record for an N-Trak layout. They've got a large area in which to attempt this feat as part of the Greenberg show that will be going on concurrently with the conventions. Meanwhile, here are my observations on the layouts I was honored to visit. These were in the DC area, which of course includes the great states of Virginia and Maryland as well as the District.

Paul Dolkos' HO Scale Boston and Maine is in Old Town Alexandria, Virginia and has been featured in several articles. I was most impressed by the way Dolkos set his time period exactly - not approximately. Nothing's out of place in the New England small town settings. And as for time placement details, he's got a billboard that has a 1952 automobile advertisement in process of being replaced by a 1953 car ad. That's a detail I look at and say, "Wow, why didn't I think of it?" Hopefully he won't mind if I borrow it for my Wilmington and New York Railroad model pike, although I've got to find a 1963 car ad to do it.

Lance Mindheim's N Scale Monon is firmly set in the winter of 1955, and although there is no snow on the ground, it still looks cold. The layout is faithful to the prototype, down to the gondolas that Lance modified to more closely resemble the Monon's actual fleet. I asked Mindheim why he chose the time he did, and he explained that it allowed him the largest amount of the models he wanted on the layout, for example, the early piggyback service that the prototype offered. The most lasting impression I have of the model railroad is the scene that is just in front of the viewer upon entering the layout room from the inside. It's probably three feet wide and twelve feet long, and it's just one single track running along cornfields. The track is set well back from the edge of the layout, giving the very definite impression that the trains run "through" the scene.

Pliny Holt's N Scale Oakland Division of the Southern Pacific has as its centerpiece a model of the Oakland Mole-- that's ferry terminal for most of us. Captain Holt runs a big time main line operation with progressive four cab control, a nicely done combination of urban and mountain scenery, outstanding detail work, and plenty of trains, but it's still the incredible model of the Mole that I remember best. Have I mentioned that the trackwork approach to the terminal is hand-built and includes four double slips? Not a project for the fainthearted!

Monroe Stewart's N Scale Hooch Junction - well, the first word that comes to mind about it is Gigantic. This home layout is, without exaggeration, larger than a number of club layouts that I've seen. Everything's done on a grand scale. Where you or I might purchase and assemble one *Walther's Back Shop* kit, for instance, Stewart lays out three of them end to end to create a "real" sized building. It's that way all the way through three entire rooms of the lower floor of Stewart's home. Incredibly, most if not all of the layout is what I'd call "complete" in terms of scenic treatment. Trains are prototype sized as well, dozens of cars (many *Micro-Trains* included) and several locomotives. As if that's not enough, it's all in a comfortable setting, and if you somehow manage to get bored with the 1:160 stuff, there's a garden railway building out back. In other words, Wow!

Although it was my first layout stop on the tour, I've saved what I consider to be the most precious for last. John Armstrong is truly a living legend in the hobby, and nothing against anyone else, but the principal reason I made the trek down to DC was to meet him and view his Canandaigua Southern Railway. Armstrong is probably "the" pioneer in *Track Planning for Realistic Operation* (the title of one of his many books) and his work goes back to the 1950's. He authored several HO Scale track plan books for a little firm called Atlas Tool Company, and I am quite certain that led to the sale of a lot of Snap-Track and the growth of the pastime we now call Scale Model Railroading.

The CS itself was started in 1951- yes, before many others and I reading this column were born!-- and is in O Scale with outside third rail. Innovations we now take for granted were first tried out on the CS, including the "reverted loop," the "loads in empties out" concept, and perhaps even the very idea of staging tracks as an integral part of the model railroad. Armstrong expounded on these and other track planning tenets, all grounded in his engineering background, in the keynote address he gave at Potomac Junction. He not only had the standing room audience in the palm of his hand, but rolling with laughter as well. Afterwards I had him sign my copy of "The Railroad - What It Is What It Does," his seminal text on the prototype. I also shared with him the *Micro-Trains* Center Flow covered hopper that was done up for the CS as part of the NMRA Living Legends series in most scales. The car was the first in that series, and I don't think there can be any disputing why.

I hope that I'll get another look at these outstanding layouts in the summer, and I invite you to consider seeing them for yourself as well. Check on the web at: [wwwnscalecollector.com](http://wwwnscalecollector.com) for more information on what promises to be one of the biggest gatherings of the year.

[Ed. - George Irwin is the leading international unofficial authority on N Scale *Micro-Trains*. He is lives in Rochester, NY, and has a *Micro-Trains* web site - [www.irwinsjournal.com](http://www.irwinsjournal.com) ]



## *Ask Doctor Dick (The Scenery Doctor)*

[OCRR@frontiernet.net](mailto:OCRR@frontiernet.net)

### Chuck writes:

I want to make good-looking conifer trees. I have heard of a method using furnace filters. How do I do this?

### Doc:

Here are the materials lists and the steps for making good-looking furnace filter type conifer trees.

### Materials and Tool List:

Pad – *Sweetwater #301 Tree Kit* pad - or grill scrubbing pad - or equal  
Cedar or balsa wood  
Nail or 18 gauge wire  
White Glue  
Ground foam or flocking material  
Spray glue  
Stain or washes

### Process:

1. Slit cedar shingle into long sticks
2. Carve stick into tapered trunk shape
3. Distress the trunk with saw, etc.
4. Stain the trunk with washes to desired color
5. Insert doubled sharpened nail into bottom of trunk
6. Mount on piece of foam
7. Procure appropriate textured and colored pad material
8. Using your thumbs, split the pad so you have two thin pad pieces. USE SAFETY GLASSES DURING STEPS # 8 THROUGH #11.

*Doctor Dick's  
Tree/Scenery  
Clinics*

*May 1, 2004 -  
Grand Island, NY*

*May 21–22, 2004 –  
St. Catharines,  
Ontario, Canada*

9. Using your thumbs split each of the two pieces again.
10. Split each of the 4 pieces into to very thin pieces. You should now have 8 extremely thin pieces of pad material. The pieces should be very thin but still hanging together.
11. Now take each of the 8 pieces and tear into many smaller very uneven pieces. Keep the pieces separate and set them out in front of you. The larger of these pieces will be the bottom of the tree and the smaller pieces the top of the tree.
12. Save the excess fibers that fall out and integrate them into the pad pieces. Discard the grit that falls out during this process. A 4" x 6" x 1/2" pad should make about 60 small very thin pieces, enough for four 6" to 9" trees.
13. Take one of the larger pieces and skewer the piece on the trunk and slide it down the trunk toward the bottom of the trunk. The piece will hold itself to the trunk by friction – no glue required.
14. Take a second piece and repeat the process.
15. Take about 10 to 15 additional pieces and repeat the process.
16. Trim the pad material pieces to desired shape.
17. Glue a small tuft using the pad material on the top of the tree.
17. Spray the tree with spray glue or acrylic matte medium mix
18. Flock with your favorite ground foam or flocking material
19. Plant the tree on your layout

**Notes: Tricks to making your tree look realistic:**

1. Make sure you make your pad pieces really thin and uneven.
2. Do not cut the pad material into circles or triangles. This will make your tree look strange.
3. Use realistic conifer colored ground foam to flock your tree.
4. Plant in odd numbers, i.e., 1,3, 5, 7 etc.

[Ed. - Dick Senges will be giving a Tree Clinic on May 1, 2004, at the International Division Meet at Grand Island, NY, which will include the tree described above. He will also be giving this same clinic at the CARM National Convention on May 21 -22, 2004.]

## Building a Small Red Barn

by Leo Adamski

Photo by Brian Waldon

# Product Review

Today we think of the horse as a part of rural America but this was not always the case. The horse served in cities well into the 1930's, 1940's and even the 1950's. Horses were housed in the city and I wanted to model a place for them on my MARY - LAND NORTHERN layout.

My layout is a 4' x 12' switching layout in an industrial area in Saint Patrick city in the 1940's. Whatever I built it couldn't take up too much space and in looking through the *Walther's* ([www.Walthers.com](http://www.Walthers.com)) catalog, I found that G. G. & G. had two barns of modest size. They measured 2" x 2.75" and 4" x 5" respectively. I found a suitable location for them surrounded by railroad tracks. As such, not many neighbors complained, except some of the train crews when they were working down wind (wrong side of the barn).

Here I will discuss the pole barn (smaller barn) although both buildings are similar in construction. Even though it is called a barn, I would describe it as a two-stall lean-to with three sides, a peaked roof and a center pole at the open end dividing the stalls.

The walls are each molded in *Hydrocal* plaster. I had never worked with this material before so I figured it would be a good time to start. Besides, the \$8.49 price tag made it less intimidating.

The kit consisted of three plaster castings, four 3/32" diameter x 4" long wood dowels, cardstock 2.5" x 2.875" x 0.024", one 1.5" x 4" sheet of corrugated plastic coated with a silver metallic finish (roofing), and an

instruction sheet containing six sketchy steps. The only visual aid was a drawing of the finished structure which proved adequate for this simple kit.

The first step states: "Clean the casting if needed." To me this meant:

1. Remove all flash.
2. Square all unfinished sides & bottom edges. Work the top edges to match.
3. File & sand the inside surfaces. These surfaces were uneven & full of bubbles. I did my best to make the wall thickness uniform. The surface is void of detail so I used a scribe to create detail for the inside surfaces before painting. I felt that this was a good place to try various painting techniques.
4. Clean any imperfections on the outside surfaces with a scribe, razor blade, sandpaper or other tool.
5. Fill and touch up any voids in the casting.

The instructions further stated to "Spray the plaster parts with clear spray to seal the plaster." Unsure of what that meant, I contacted "*Doctor Dick*" to see if he could help me. He recommended an on-line clinic by C. C. Crow ([www.cccrow.com](http://www.cccrow.com)). C. C. Crow used *Scalecoat* sanding sealer. There was also an article by Bob Walker in the March, 2004, *Railroad Model Craftsman*, page 75, suggesting *Krylon Clear Coat* or *Testors Dull Coat*, among others. All sources recommended sealing the plaster before painting and after cleaning the castings. The kit instructions also recommend assembling the castings before painting.

Being Polish and adventuresome, I chose not to seal the castings and to paint the parts before assembly. (Maybe next time I'll do it their way.) I started with the inside first. I figured if I did not like what I did I could cover it with a neutral color and start over.

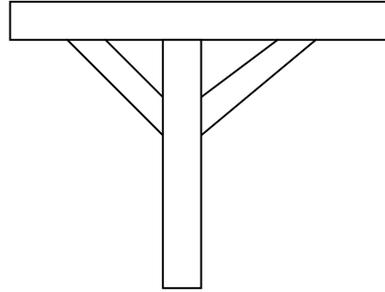
The outside surfaces consisted of a simulated vertical board and batten wall over a stone foundation. I tried copying the carved-stone look on the inside stone wall but could not get the relief in the foundation that was molded into the outside surface. Still, it didn't look too bad.

I painted the stone base with a dark gray wash. I liked this effect because the stain was dark in the mortar areas while the stones remained a natural light gray. The upper portion, scribed with vertical lines, was painted red. It took two coats to correctly cover it. The overall effect looked good. I continued this theme to the outside surfaces and was pleased with the results. There are two molded poles in each sidewall that I painted brown along with the wood dowels. Acrylic paints were used throughout.

Then I tried to glue the wall together. White glue didn't work and neither did ACC. Finally I tried *Plumbers Goop* and it held. Then I turned my attention to the roof. The roof sub-base was too large and the corrugated material did not appeal to me. Instead, using the walls as a pattern, I cut the sub-base to fit inside the walls. I glued it flush with the top of the walls leaving the front edge short. I cut one of the wood dowels to fit across the top of the front opening. (There are recesses in the side castings for the pole to fit.) I glued it in place.

I then stained some strip wood and covered the roof, running front to back. The roof has a peak and the stripwood overlapped the rear wall. In the front I trimmed the pieces leaving the vertical pole exposed. I cut a dowel to fit from the bottom of the vertical pole to the ground and glued it in the center of the opening with *Zap-A-Gap*. This provided very little support so I made four

gussets (see *below*) to fit in the corner between poles. Again *Zap-A-Gap* worked well.



All in all, this is a nice structure for anyone working with plaster castings for the first time. If need be it could be modified to serve as part of a small business complex or as a garage for a home. Doors could be added for locking up valuables at night. I'm sure there are other uses. Experiment. It's a reasonable prices kit to cut your teeth on and offers lots of possibilities.



Martin's Pole Barn # BLD - 123

*Guts, Gravel and Glory*  
1000 West Roses Road  
San Gabriel, CA 91775

[www.gutsgravelandglory.com](http://www.gutsgravelandglory.com)

(626) 282-7007

Note: I purchased my kit through *Dispatch Junction* in East Rochester, NY. It is listed in *Walther's* catalog under structures - # 308-123.

## The 'Model Railroad' Postoffice - #3

*By Norm Wright*

This month's "model train stamp" is a 1970 six-cent issue of the United States, which was available in a number of formats -- single stamps or blocks of four, and in 68 cities with a printed pre-cancellation as an option. The blocks of four contained the locomotive and three other antique toys -- a mechanical tricycle, a doll carriage, and a toy horse on wheels.

This beautiful stamp depicts a very ornate tin and cast iron trackless pull-toy 2-2-0 locomotive, "Grand Duke," produced as Ives Co. number 19-5 in 1880. The original locomotive is now in the collection of the National Gallery of Art in Washington, D.C.

Two printed wavy lines (similar to the familiar machine cancels still in use on mail) made up the pre-cancellation.

The *Scott* stamp catalog numbers for this stamp are 1415 for the single stamp pictured here, and 1415a for the pre-cancelled variety.



## **Rail Museums**

The Rochester, NY, area has two rail museums. The first is the New York Museum of Transportation located at 6395 East River Rd., Rush, NY. It is open every Sunday afternoon. From mid May to the end of October, the visitor is able to take a 1 ½ mile track car ride to the Rochester and Genesee Valley Railroad Museum located at the intersection of Rt. 251 and the LA&L Railroad in Industry, NY.

The Rochester Chapter of the National Railway Historical Society operates the second museum in Rush. The Rochester Chapter meets the third Thursdays of the winter months at the 40 and 8 Club on University Ave. (located across the street from Gleasons). The meetings start at 7:30 with a short business meeting followed by an interesting program. During June, July and August the meeting is held at the depot in Industry. Here, you are treated to rides on various diesel locomotives or cabooses.

Members of the modeling community are welcome to attend any of these meetings. If you would like to attend, please notify Harold Russell (585-427-9159). This will insure that we can greet you properly.

Web site for the New York Museum of Transportation: [www.nytmuseum.org](http://www.nytmuseum.org)

Web site for the Rochester Chapter of the NRHS: [www.rochnrhs.org](http://www.rochnrhs.org).

### **The NRHS's Program:**

April 15, 2004 - *The Colorful Penn Central* by Richard Wagner.

May 20, 2004 - *The Rochester and Sodus Bay RR* by Shelden King.

June 17, 2004 - July 15 and August 19. At the Depot.

September & October - to be announced.

November 18, 2004 - *The Oil Creek Rail Road, Circa 1866* by Dick Senges

December 16, 2004 - *Railroads of the Southern Tier* by Fred Trumbore

January 20, 2005 - *The NRHS Convention, 1973* by Bob Mader.

February 17, 2005 - *Maintenance of Way* by Richard Wagner

## GUIDELINES FOR GOOD PHOTOGRAPHIC COMPOSITION

or

## HOW TO MAKE GOOD PHOTOS BETTER

by Leaf Shutter

### Guideline No. 7

#### Look to the Center

A person in a picture should look toward the center of the frame not outside of it. Multiple subjects such as people or animals should face each other, and not be looking away from each other and out of the picture.

**Don't Forget to Visit the**



[www.railroadmuseums.net](http://www.railroadmuseums.net)

### Coming Next Month

*Building the O Scale B. Johnson's  
Leather Works*

*Painting Backdrops with Ease*

*Improving Commercial Pine Trees*

*Bath & Hammondsport RR – Part 2*

*The Structures*

*How to Make Good Photos Better –  
Guideline #8*

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## [Recommended Train Events for 2004 – Updated 3-30-04](#)

|                       |  |
|-----------------------|--|
| <b>April 4</b>        | <b>Batavia, NY</b> – Train Show/Sale at Batavia Downs  |
| <b>April 24</b>       | <b>Sonora, CA</b> – 17 <sup>th</sup> Annual Logging Modeler's Convention   |
| <b>May 1</b>          | <b>Grand Island, NY</b> – International Division Meet – <i>Doctor Dick's Tree Clinic</i>   |
| <b>May 1 – 2</b>      | <b>Lockport, NY</b> – 18 <sup>th</sup> Annual Railroad Showcase  |
| <b>May 21 – 23</b>    | <b>St. Catharines, Ontario, Canada</b> – National Convention – Canadian Association of Railway Modellers. For details: <a href="http://www.caorm.org">www.caorm.org</a><br><i>Doctor Dick's Tree Clinic and Scenery Clinic</i>   |
| <b>June 11-13</b>     | <b>Tacoma, WA</b> – Northwest Logging Modeler's Convention   |
| <b>July 3</b>         | <b>Medina, NY</b> – American Military Weekend, Medina Railroad Museum  |
| <b>July 3 - 4</b>     | <b>Galeton, PA</b> – PA Lumber Museum Bark Peeler's Convention   |
| <b>August 4-8</b>     | <b>Chantilly, VA</b> - N Scale Collector's Convention 4 <sup>th</sup> – 7 <sup>th</sup><br>- N Scale East Convention 5 <sup>th</sup> – 8 <sup>th</sup><br>- <a href="http://www.nscalecollector.com">www.nscalecollector.com</a> |
| <b>August 19-22</b>   | <b>Durango, CO</b> – Railfest 2004 – Durango & Silverton Narrow Gauge RR   |
| <b>August 21-22</b>   | <b>Rochester, NY</b> - Diesel Days at the Museums: NY Museum of Transportation and Rochester & Genesee Valley Railroad Museum  |
| <b>September 1-4</b>  | <b>Santa Clara, CA</b> - 24 <sup>th</sup> National Narrow Gauge Convention   |
| <b>November 6 – 7</b> | <b>Syracuse, NY</b> – Train Show at Fairgrounds  |
| <b>November 18</b>    | <b>Rochester, NY</b> – NRHS Meeting – “ <i>History of the Oil Creek Rail Road</i> ”  |
| <b>November 14</b>    | <b>Batavia, NY</b> – Train Show/Sale at Batavia Downs  |

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

[WWW.CAORM.ORG](http://WWW.CAORM.ORG)

Shows  
Look for dates and location

[WWW.RAILROAD.NET](http://WWW.RAILROAD.NET)

Events  
Look for date and location

[WWW.GATS.COM](http://WWW.GATS.COM)

Great American Train Show  
Show Schedule  
Month of Year  
Look for your city

[WWW.TTOS.ORG](http://WWW.TTOS.ORG)

Calendar  
Month of the year  
Look for your area

[WWW.GSMTS.COM](http://WWW.GSMTS.COM)

Great American Model Train Show  
Dates and Events

[WWW.TRAINS.COM](http://WWW.TRAINS.COM)

Schedule of Events  
Events

[WWW.MODELRAILNEWS.COM](http://WWW.MODELRAILNEWS.COM)

Events  
Look for your area

[WWW.FINGERLAKESLIVESTEAMERS.ORG](http://WWW.FINGERLAKESLIVESTEAMERS.ORG)

Events