

Rochester Model Rails

Dedicated to Quality Model Railroading

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Treyz Chemical Works on the HO scale logging model railroad of Dick Senges.
Model by Matt Kovacic. Digital Image by Frank Smith.

The Forest Magic of *Canyon Creek Scenics*

NRHS Presentation – Oil Creek RR 1860 - 1868

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*Rochester Model
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www.trainweb.org/rmr



The Forest Magic of Canyon Creek Scenics



How to Make Great Conifer Trees

by Peter Vassler

Materials

Wood dowel

White glue

Sandpaper or sander

Nails and wood board

Flat black spray paint

Flat brown paint

Light gray/green paint

Green ground foam

Furnace filter material 20" x 30" x 1"

American Air Filter Cut-N-Fit (Lowe's)

Krylon Camouflage spray paint (K-Mart)

Pin vice (or *Dremel* tool) and drill bit

Scissors

Wire – 18 gauge

Aqua Net hair spray (Dollar Store)

Process (see corresponding photos on next three pages)

1. Start with a wood dowel and roughly shape the tree trunk.
2. Sand until smooth to a nicely tapered trunk shape.
3. Create a bark texture using a homemade nail board. Insert wire or nail into base end of trunk
4. Paint the trunk. First spray with flat black and brush with flat brown paint. Then dry brush with light gray/green paint.
5. Drill holes in lower section of trunk with # 58 drill bit.
6. Insert dead branches (painted furnace filter material) into holes and glue using white glue.
7. Spray paint furnace filter material gray and then cut irregular shapes. Skewer the pieces of furnace filter material onto the trunk putting larger pieces at the bottom and smaller at the top. Attach using white glue.
8. Cut a small conical shaped tuft and glue it to the tree top.
9. Trim stray branches and anything that doesn't look like a natural conifer tree.
10. Spray foliage with super hold hair spray until droplets are visible.
11. While still wet, sprinkle on ground foam.
12. All done! And gorgeous. A completed Douglas fir tree.

For Trees

and Materials

See Peter Vassler's

Canyon Creek Scenics

Website:

www.canyoncreekscenics.com



Step 1 – Shape the tree trunk.



Step 2 - Sand to tapered trunk shape.



Step 3 – Create the bark texture.



Step 4 - Paint the trunk.



Step 5 - Drill holes in the trunk.



Step 6 - Insert dead branches into trunk.



Step 7 - Skew material on tree.



Step 8 - Glue tuft on treetop.



Step 9 - Trim stray branches.



Step 10 - Spray tree with hair spray.



Step 11 - Flock tree with ground foam.



Step 12 - Admire tree.

Book Review

Playing with Trains - A Passion Beyond Scale

by Garis R. Chedens

After reading the book review in *Model Railroader* earlier this month, I had to get this book and read it. Sam Posey (published by Random House) writes it, an ex racecar driver and ex-commentator for ABC. It is a very fast read and written for those not experienced with model railroading. Yet it relays some interesting information about famous model makers known to most of the model railroaders of today. Not much new here though for the experienced modeler, but an enjoyable read none the less.

Except for the front inside cover and the back inside cover (same photo) there are no photos in the book. A major drawback from my perspective, especially when describing the layouts of the best model railroaders in the US.

The book, consisting of 216 pages, is divided into two parts. The first section describes how the author built his first layout through the school of hard knocks. Not so hard though as he hired the benchwork done by a carpenter and the modeling by a model railroader named Rolf. After trial and error and a lot of hard work (and money), the author achieves an outstanding layout featured on the cover of *Model Railroader* magazine. (I think I would have liked it better if he had done the work himself.)

Part two mostly describes the author's visits to the layouts of some famous model railroaders: Tony Koester, Jim Hediger, John Pyke, Malcolm Furlow, Bob Hayden, Dave Frary, and George Sellios. Each of these modelers has a unique approach to modeling. The author points out that all these folks were the oldest boys in their families and feels this is significant somehow. Possibly just super achievers as first sons?

The author puts forth a theory relative to operations vs. scenery. The technically educated folks mentioned above favor operations while the more liberal arts educated favor the scenery aspects of model railroading. Interesting.

In *The Silver Meteor* chapter, the author describes his ride from New York to Florida on the *Silver Meteor*, a grim trip at best compared to his enjoyable trip when he was a boy (Sam Posey is 60). He concludes with chapters on his running Baldwin Engine #90 at Strasburg and attending the big train show and sale at Springfield, MA.

If you purchase this book, look at web sites such as bookfinder.com or abebooks.com to get one new/used at a low price. The Rochester Chapter of the NRHS has the book.

Stay on track =====

National Railway Historical Society -

Presentation on the

Oil Creek Rail Road 1860 - 1868

On November 18, 2004, Dick Senges, a Victor, NY model railroader, gave a presentation on the Oil Creek Rail Road (OCRR). He models the OCRR, circa 1866, in 1:87 scale, has co-sponsored a Pennsylvania Historical Marker for the Densmore Oil Tank Car, and also co-authored an article about the oil tank car for the 2004 *Oil-Industry History* publication.

The presentation included a 45 minute slide show depicting various scenes from the 1860s and also specific data about the OCRR. On display were 25 large black and white prints from the 1860s depicting oil scenes, OCRR engines and railcars, and oil region towns. Each photo was accompanied with professional text explaining the photo.

Also on display were five notebooks filled with additional scenes from the era, stock certificates, and specific information about the OCRR and the development of the first successful oil tank car. A summary of the presentation is below.



The Oil Creek Rail Road Company (OCRR) was chartered in 1860 and existed until 1868 when it was merged with other shortline oil transporting railroads in western Pennsylvania to form the Oil Creek and Allegheny River Railway Company. The OCRR ran 37 miles from Corry, PA, to Petroleum Centre. Track (six-foot gauge) was laid reaching Titusville in 1862, Miller Farm in 1863 and Shaffer Farm in 1864. The

main purpose of the railroad from 1862 to 1865 was to transport oil from the oil regions of Pennsylvania to the Atlantic and Great Western Railroad (also six-foot gauge) in Corry, PA. In 1865, standard gauge (4'-8 1/2") was added allowing connections to other Railroads such as the Philadelphia and Erie.



In 1866, the OCRR connected to the Farmers Railroad in Petroleum Centre allowing oil to move from the oil regions to either Corry in the north or to Oil City in the south.

The OCRR first transported oil in wood barrels on "flats" or in converted stock cars. Starting in late 1865, the Densmore two-tank oil tank car (two vertical oil tanks on a flat car) was invented and was copied by many others in 1866. The three-tank oil tank car was in use by companies such as the Empire Line. Starting in 1868/1869, the horizontal iron tank car came into use and the vertical tank car shortly became obsolete.





Ask Doctor Dick (The Scenery Doctor)

OCRR@frontiernet.net

Dale writes:

I want to take pictures/slides/images of my model railroad scenery for a presentation, but not sure how to do this.

Doc:

Based on personal experience, I have some suggestions and comments.

In today's world of digital "photography" the obvious choice would be to take digital images using a digital camera and then have a "slide show" using a LCD projector and a lap top computer. Many inexpensive digital cameras are on the market which produce fine digital images. For most, using a 4.0 mega pixel camera would do just fine. Also, many digital images can be obtained from friends or from the Internet making searching easy. And you can scan prints into your computer creating digital images you can store and use later in your "slide show".

However, *Catch 22*. Most folks do not own a LCD projector and a laptop needed to display the images. This seems very paradoxical considering the abundance of digital cameras today.

If one works at a large corporation, LCD projectors are probably available for use or to borrow. But for us retired guys, no such luck. And many organizations do not have these new projectors even though digital cameras are common place today. [Ed. - At this

writing Sony Corporation sells LCD projectors for \$900 - \$4700.]

But many of us still have our old trusty SLR (single lens reflex) 35mm camera. Ah ha! What about taking slides (transparencies) and give an old fashion slide show. This is a real option but one must now balance the light with the film (not so with digital – no film).

Not to worry. I have found an easy combination (film and light) for the amateur, without getting fancy or expensive. For film I use Kodak Ektachrome 64T (tungsten) Professional Film - 36 exposures – EPY 135-36. This is simpler than it sounds – it is just color slide film balanced for tungsten light, (3200 degrees Kelvin) which can be purchased at a good camera store, like *Rowe Photo*.

For light, I use GE incandescent lamps (light bulbs), special bulbs, but not expensive – about \$4.00/bulb. The designation on the top of the bulb is: ECA, 250W (watt), GE (General Electric), 120V (volt), 3200 degrees K (Kelvin). *Rowe* carries these bulbs.

Just load the film into to your 35mm SLR camera, turn on your lights (and turn off all other lights) and shoot. Good idea to bracket your shots (one over exposed, one on, and one under) to make sure that you get one right. In addition to shooting the scenery on your layout, you can also shoot other color or black and white prints and photos in books. Now get ready for a great traditional slide show.

The Rome, Watertown and Ogdensburgh Railroad

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Part II

The Rome Watertown Railroad

Watertown was a major manufacturing center and as early as 1832, there was interest for an all weather transportation connection to the south.

The solution was a railroad. After a bitter fight, Rome was chosen over Utica for the southern terminus of the new line. But it took sixteen more years before construction was actually begun in 1848. By the fall of 1850 rails were laid north from Rome to Camden. On September 5, 1851, they reached Watertown.

The line was later extended through Chaumont to Cape Vincent where extensive piers and a passenger depot were built. There was regular boat service to Kingston across the river.

Regular train operation began in May 1852 and the line prospered from the onset. There were four passenger trains a day; two each way and one freight train.

The Northern Railroad

At the same time, a railroad was built between Ogdensburg and Rouses Point. It was called the Northern Railroad was the pioneer in the North Country. It ran in a straight line between its two terminals, Rouses Point and Ogdensburg through Malone. Both Canton and Potsdam were by-passed. The reason was that the directors were primarily interested in steamer traffic on the Great Lakes and St. Lawrence River and not any locally derived freight. As a result, the area east of Watertown was left without railroad service.

The Potsdam Railroad.

The citizens of Potsdam were offended by the slight of the Northern Railroad. In response they built the five and one-half mile long Potsdam Railroad, which joined the Northern at Potsdam Junction later, called Norwood.

The success of Potsdam and her little railroad drew the attention of other communities in the area and interest in the area and interest in a railroad from Watertown and Potsdam arose.

The Potsdam and Watertown Railroad

In 1852 construction started on the Potsdam and Watertown Railroad. Work began eastward from Watertown while at the same time westward from Potsdam. When completed in 1857 the North Country had its rail connection to the south through Watertown. – partially. The rails were not connected in Watertown. A stage ran between the two depots.

The early train left Watertown at 6 AM, made connections at Potsdam Junction for the Northern Railroad at Rouses Point and onward to Montreal. Effectively, Watertown was no longer isolated from the communities to the north and east.



Photo Credit: Meyer Bookbinding Co.

In the next issue of the
Rochester Model Rails

R W & O - Part III



HOW TO MAKE GOOD PHOTOS BETTER

by Leaf Shutter

Guideline No. 15 Useless Objects

Whenever possible, eliminate useless objects from the picture. Do this by physically removing them or changing your position. Suppose you are interested in a particular freight car but several pallets are leaning against it. Remove the pallets, take the picture and *then* replace them.

When possible, eliminate a useless foreground clutter. Remember that every spot in the picture attracts the eye; the force of this attraction depends on the size of the spot, its shape, its position and the contrast it creates with its surroundings. Light colored objects usually attract the eye first.

The subject of your photograph should be the most conspicuous by its size, contrast and/or position.

The various elements of a picture should be so arranged that the eye is led in a orderly progression from one element to another, resting longest on the principal object.

Conclusion

I hope these guidelines will be a help to you when you take your next photographs. Remember however that they are not rules but guides to better picture taking. Keep these guidelines in mind when you look at the photographs in Trains, Railpace or Railfan. Take particular note if the photographer followed these guides or if he violated one or more and still obtained a good shot. Do not be afraid to copy the techniques of the successful photographers but also do not hesitate to be creative and experiment.

Don't Forget to Visit

www.railroadmuseum.net



Coming Next Month....

The Brienz Rothorn Bahn

The R W & O – Part III

The Pullman Connection

Doctor Dick – The Scenery Doctor

Train Events Calendar – Updated

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

Franklin T. Smith

David Thompson

Norm Wright

Authors: Articles, photographs, and plans are welcome.

Mailing Address

1231 Wellington Drive

Victor, NY 14564

Web Site: www.trainweb.org/rmr

Recommended Train Events for 2004/2005

Updated 11-26-04

- November 26, 27, 28** **Medina, NY** - Holiday Santa Scenic Train Rides. For info see web site: www.railroadmuseum.net →
- November 26-27** **Shortsville, NY** – Santa Train Excursions
- November 28** **Norwich, NY** – Toy Train Meet

- December 4** **Oakfield, NY** – Open House – Genesee Society of Model Engineers, 10am–3pm
- December 4** **Troy, NY** – Rensselaer Railroad Heritage
- December 5** **Albany, NY**–Great Train Extravaganza
- December 5** **N. Tonawanda, NY** - Toy Train Meet, T. T. C. S.
- December 4, 5, 11, 12** **Medina, NY** – Santa Scenic Train Rides
- December 11-12** **Marlborough, MA** – Fall Train Meet
- December 16** **Rochester, NY** – NRHS Meeting – “24 Hours In the Life of a Railroad “
- December 18 – 19** **Brockport, NY** – Santa Train Trip

- January 16** **Utica, NY** – Toy Train Meet, T. T. C. S.
- 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 13** **Depew, NY** – Toy Train Meet, →
T. T. C. S.
- February 17** **Rochester, NY** – NRHS meeting – “Maintenance of Way”
- February 20** **Syracuse, NY** – Syracuse Model RR Club Open House and Train Meet



**Medina Train Rides
Medina Railroad Museum**



Rensselaer Model Railroad



Toy Train Meet – T. T. C. S.

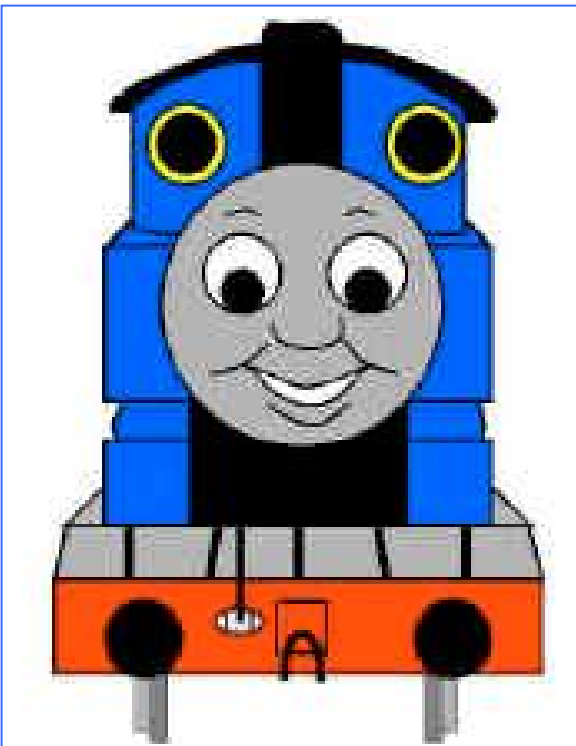
- March 5 **Grand Island, NY** – ID Meet –
“Modeling the Oil Creek Rail Road” →
- March 6 **Rochester, NY** – Toy Train Meet, T.T.C.S.
- March 6 **Scranton, PA** – Model Train Show
- March 12-13 **Rochester, NY** – Rochester Model RR Club
Show, 150 S. Clinton Ave., First Universalist
Church, Sat. 10 – 5, Sun. 1 – 5; flea market
Sat. only, Admission \$3.00 adult, \$2 6-12,
Under 6 free. Info: Tom 585-872-6106
- March 17 **Rochester, NY** – NRHS meeting
– “Member’s Slide Night”
- March 20 **Rochester, NY** – RIT Train Show and Sale,
10:00am – 3:30pm, Student Union
- 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 16-17 **Frankfort, NY** – Valley Rail Sights
- April 21 **Rochester, NY** – NRHS meeting –
“Chinese Steam #3”
- April 23-24 **Ithaca, NY** – Finger Lakes Railfair
- May 6,7,8 **Medina, NY** – “A Day Out with Thomas
The Tank Engine” at the Medina RR
Museum
- 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”
- September 15 **Rochester NY** – NRHS meeting
“American Orient Ltd.”
- October 13 **Rochester, NY** – NRHS meeting –
“New York’s Bridges”
- November 13 **Batavia, NY** – Batavia Train Show
and Sale



Densmore Two-Tank Oil Tank Car



Miller Farm, Oil Creek Rail Road, Circa 1866



**“A Day Out with Thomas the Tank Engine”, May 2005
Medina Railroad Museum**

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