

Rochester Model Rails

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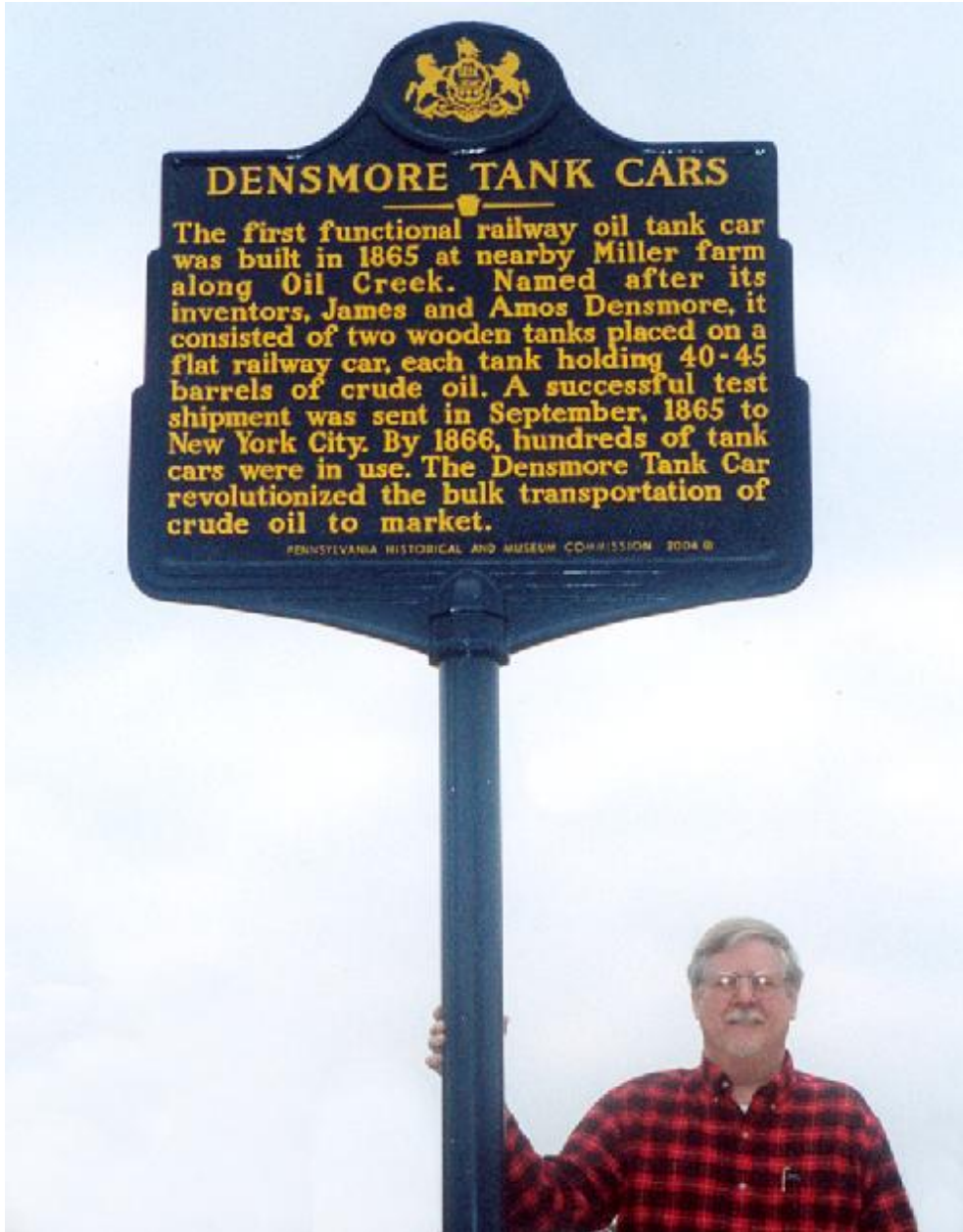
Oil Creek Railroad 4-4-0 at Pioneer Bridge

In the 1860s, photographer John Mather recorded this image of a handsome 4-4-0 locomotive and a wood truss bridge. The bridge is approximately 300 feet long and was originally built with wood supports or piers. This photo shows stone abutments under the bridge. It is assumed that the wood supports had been replaced at the time of the photo. The steam locomotive sits on the six-foot gauge track of the Oil Creek Rail Road Company just south of the Pioneer Bridge near the town of Pioneer, Pennsylvania. Pioneer is slightly to the north (left) across the bridge and Funkville to the south (right). Using a magnifying glass, the letters O. C. R. R. can be seen on the top edge of the tender. (Image Courtesy of the Pennsylvania Historical & Museum Commission, Drake Well Museum, Titusville, PA.)

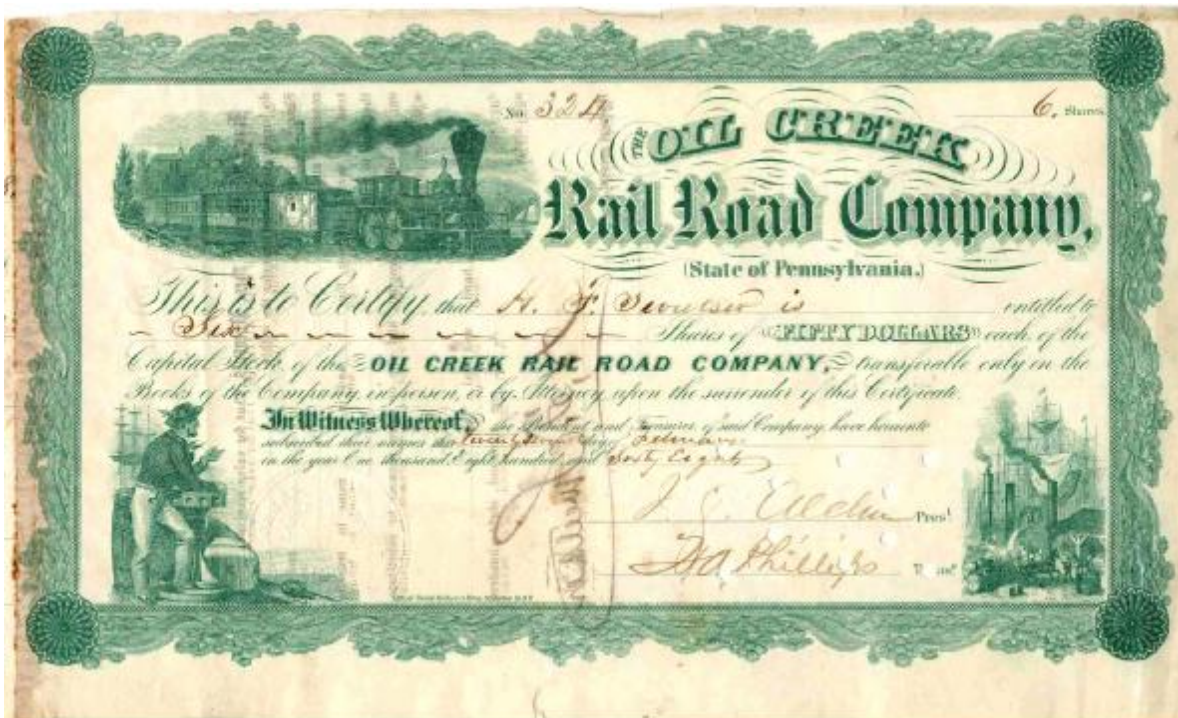


The model of the prototype as shown on the cover of this issue of *Rochester Model Rails* e-magazine. The model is located on the vintage model railroad of Dick Senges, Victor, New York depicting the Oil Creek Rail Road Company and the surrounding oil regions, circa 1866. The model of the Pioneer Railroad Bridge was built by Dave Thompson of Henrietta, New York and is constructed using pins rather than glue. This image was excluded from the article on Dick's layout in January 2007 issue of *Model Railroader* magazine.

Richard Senges and the Oil Creek Rail Road Company



Richard Senges, editor and publisher of the *Rochester Model Rails* stands next to the Pennsylvania Road Marker he co-sponsored with Sam Pees, oil geologist, Meadville, PA. The sign commemorates the invention of the 1865 Densmore two-tank vertical tank car. Prior to 1865, oil was transported in barrels on flatcars and by wagon. By the late 1860s, the horizontal metal tank car came into use. For more images of his model railroad, see the January 2007 issue of *Model Railroader* magazine.



Above: The Pioneer RR Bridge on Dick's 1:87 scale model Railroad. Note the reflection of the bridge in the water. Dick's layout will be on the NMRA NFR Convention layout tour on March 17 – 18, 2007.

Left: An original stock certificate of the Oil Creek Rail Road Company dated 1868.



Image Courtesy of the Pennsylvania Historical & Museum Commission, Drake Well Museum, Titusville, PA.

4-4-0 Locomotive with Oil Barrels on Gondolas

A beautiful 4-4-0 “American” wood burning locomotive with two gondola railcars near Rouseville, PA, circa 1860s. Rouseville is located south of Petroleum Centre so this train could be part of the Farmers Railroad or an Oil Creek Railroad train on the Farmers Railroad track. An oil loading platform can be seen in the top right of the photo through the oil derrick.

Each of the gondolas is loaded with 48 barrels of oil ready to be transported to the oil refineries. Each barrel holds 42 gallons of oil making the total carrying capacity per railcar about 2000 gallons.

After late summer 1865, the railroads hauled oil in Densmore type vertical tank oil tank cars. These cars were simple in that two large 45-barrel tanks were mounted on a flat car. However each railcar transported more oil (3800 gallons) and leaked much less than moving oil in barrels.



Ask Doctor Dick (The Scenery Doctor)

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Rochester Model Rails – Ask Doctor Dick – The Scenery Doctor

Listing of Articles: 2003 to 2006

2003

February	Gravel Industrial Parking Lot
April	Scale Fall Leaves
June	Plaster for Rock Castings
October	Spices on Your Layout
November	Backdrop Painting
December	Basic Scenery Steps

2004

January	Rock Tunnel Liners
February	Scenery Under Trestle Bents
March	Conifer Trees - Realistic Scratch Built
April	Peppergrass Trees – Making Deciduous Model Trees
May	Furnace Filter Conifer Trees
June	Commercial Pine Trees – Four Easy Improvement Ideas
July	Rivers - Construction and Use of <i>EnviroTex Lite</i>
August	<i>Forest in a Flash</i> Scale Trees
September	Rock Casting - Making a 10" x 87" Large Casting

2004

October	Rock Casting – Filling the Space Between Castings
November	Wood Retaining Wall
December	Layout and Scenery - Minimizing the Expenditure

2005

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February	Scenery Suppliers
March	<i>Wet N-Shape</i> Cotton Craft Cloth and <i>USG Hydrocal</i> Plaster
April	Model Railroad - Basic Steps
May	City Scape – Basic Steps
June	Gluing Ground Foam to Tree Branches
August	Tools – <i>Doctor Dick's</i> Favorite Modeling Tools
September	<i>EnviroTex Lite</i> – Application and Advice
October	Layout Improvement Ideas

2006

January	Plaster – Mix Ratios
February	Gauge Vs. Scale
March	<i>Tortoise</i> Turnout Control
August	Painting Plastic Parts
September	Sawmill Complex – Planning a Mill and Log Pond

Old Issues of the *Rochester Model Rails* can be viewed on the website: www.trainweb.org/rmr

Railroad Images of Gerald Brimacombe, copyright 2007



Rochester & Eastern Rapid Railway,
Algerine St. Station, Canandaigua, NY.



Bath & Hammondsport Railroad Passenger Depot, Hammondsport, NY.

See more great railroad images:
www.geraldbrimacombe.com



Cumbers and Toltec Scenic Railroad, Mew Mexico.





Bath and Hammondsport Railroad

Rochester Model Rails Listing of Articles - 2004 to 2005

2004

January	Color Post Card Depicts the B & H RR Depot at Keuka Lake
May	Part I – The Overall Plan
June	Part II – The Structures
July	Part III – The Trestle
August	Part 4 – The Vineyards
September	Part 5 – The Wiring

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2005

April	Part 6 – Boathouse Dock and Floor
May	Part 7 – Fishing Shack and Dock
June	Part 8 – Passenger Depot



Bath and Hammondsport Railroad Passenger Depot, Hammondsport, NY, on Keuka Lake.



The Bath and Hammondsport Railroad Engine House, May 2006. View is looking north at the south end of the Engine House.

The tracks enter the Engine House from the south, but years ago, the tracks entered from the north. It is believed that this is the second B & H RR Engine House, the first being somewhat to the north of this location.



Right: Power House 200 feet west of the Engine House.

