

Rochester Model Rails

Dedicated to Quality Model Railroading

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Sawyer at the Pennsylvania Lumber Museum cuts a Hemlock log on the steam-powered sawmill.

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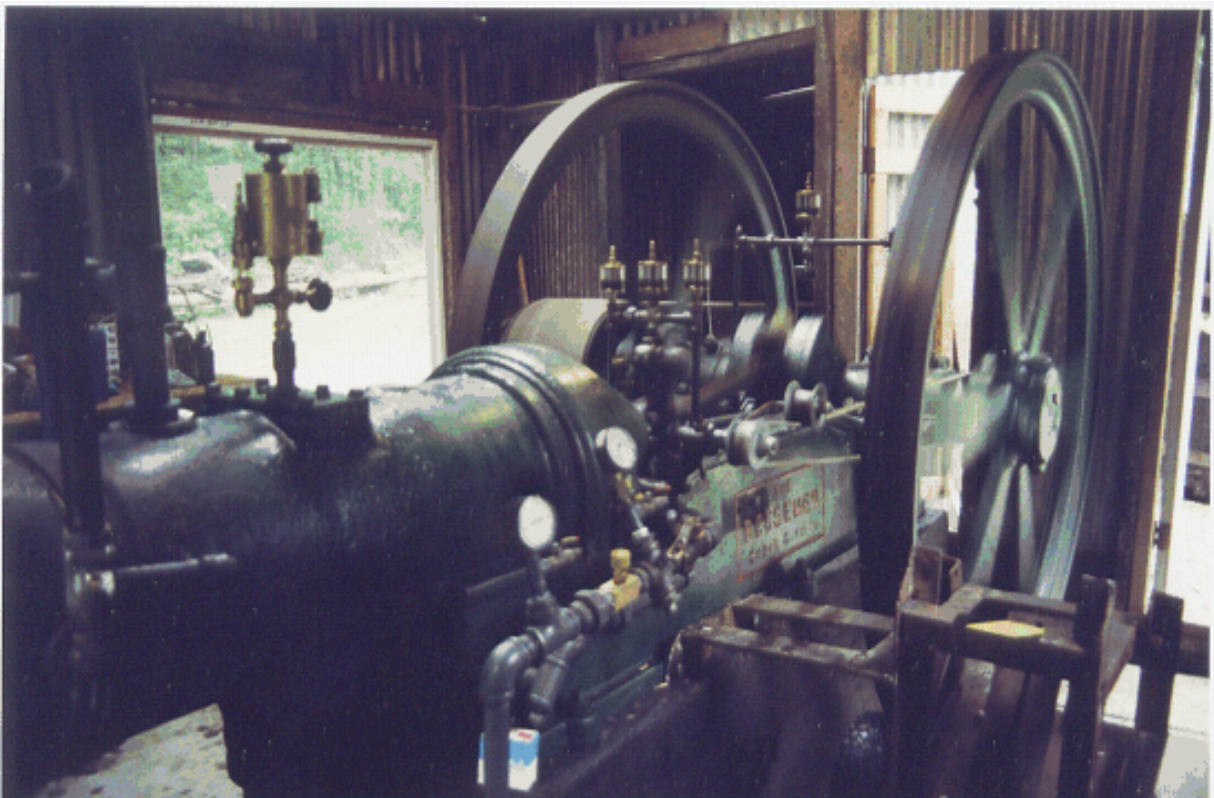
Bob Barker

The latest issue of the *Rochester Model Rails* E-magazine is great.

I was particularly interested in your interest in Pennsylvania oil. In the 1950's I helped my father-in-law with his oil leases near Butler Pa. In the pump house he had a 15hp natural gas engine with 6' diameter flywheels. I didn't realize it at the time, but these were essentially modified steam engines. It had a flyball governor and magneto. To start the engine we had to climb on the flywheel and use our weight to roll the flywheel backward. Before it fired you had to jump off or it would throw you out of the pump house.

After it started, we would walk around to the other side and turn a hand wheel to engage the clutch. Once engaged, the smaller flat belt pulley would transmit power via a 12" to 18" wide leather belt to a very large wooden pulley. This was in turn connected via an eccentric to the walking beam. From the walking beam a cable dropped vertically to a large horizontal wheel. As I remember, the beam also operated the rod of a water well to pump water to keep the engine cool.

The large horizontal wheel had holes where we would connect the rodding for each of some five wells. With the engine running, we would hook up opposing wells in turn until we got them all pumping. The wells, of course, were scattered over several acres of the farmer's field.



Bessemer gas engines, manufactured in Grove City, PA, were popular in the oil regions. This open case 2-cycle engine, patented in 1899, has been restored to working order. This Bessemer runs eccentric gears that pull the rods attached to the line jacks. In its heyday, this engine pulled as many as 17 line jacks from this site in Muddy Creek Field. Photo: K. J. Flaherty, June 2003.

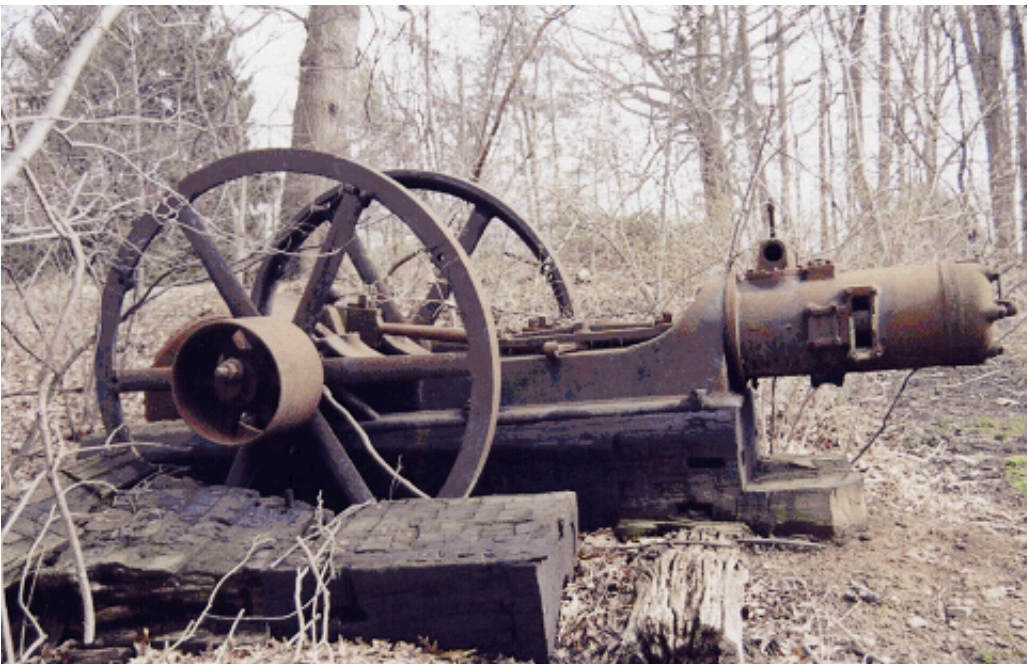


Oil Well Eccentric. Photo: K. J. Flaherty, 2007.



The eccentric gears of the central power pump the line jacks on the wells of the McClintock farm. They run with a Reid engine and are still operational. Photo: K. J. Flaherty, November 2002.

Photos by K. J. Flaherty
 Petroleum Geologist
 Pittsburgh, PA



This workhorse rusting in Ingomar-Grubbs field is a Ball Engine, manufactured in Butler, PA, by the Ball Engine & Foundry Co. Ltd. The company advertised their engines in *The Oil and Gas Man's Magazine* as "oldest and best, strongest and most economical". Photo: K. J. Flaherty, November 2001.

**Oil
 Well
 Eccentric**

A disk or wheel having its axis of revolution displaced from its center so that it is capable of imparting reciprocating motion.

Memories

by Gordon Fewster

Most of these memories go back nearly 60 years, so the modern Internet IIRC is certainly applicable. I would welcome any corrections, additions, or just shared stories at gfewster@ioa.com

I was born and grew up in the small New York state town of Ontario, about 20 miles east of Rochester. (and soon learned that when away from home it saved explanations to say that we came from Rochester, particularly when visiting Canada.)

The local railroad was the Hojack branch of the New York Central, which ran from Niagara Falls along the lakeshore through Charlotte (north of Rochester) to Oswego and Pulaski, where it terminated on the Watertown-Syracuse line. All that is left now is the section from Webster to Red Creek, operated by the Ontario Midland out of Sodus, and a short section from Charlotte to the RG&E's Russell Station in Greece. There is a lot of speculation about the source of the nickname "Hojack", but probably no one really knows.

This line was begun in the early 1870's as the Lake Ontario Shore Railroad. After intermittent slow construction due to lack of money, it was taken over by the RW&O RR in 1875 and completed in 1876. That acquisition proved to be too much for the RW&O to digest, contributing to financial problems that lead to the DL&W gaining control of the RW&O in 1877. The DL&W was apparently unable or unwilling to perform any maintenance, and may even have robbed rail to help support their Buffalo extension, so it's physical condition and then service and morale deteriorated greatly.

In 1883 a white knight named Charles Parsons rescued the RW&O from DL&W control, and rebuilt it into a prosperous and well-run railroad. (Some of that prosperity came from the common railroad practice of that era of charging competitive rates where competition existed and much higher rates elsewhere. And in New York's North Country there was little local competition.) It was leased to the NYC in 1891, encouraged by NYC's threats to build a parallel competing line. And if Mr. Parsons was good for the RW&O, the RW&O was also good for Mr. Parsons. Stock that he bought for \$10 to 15 per share for the takeover peaked at \$123 when the railroad was leased to the NYC.

This brief history is from "The Story of The Rome, Watertown, and Ogdensburgh Railroad", by Edward Hungerford, printed in 1922. It is hard to imagine now, but Mr. Hungerford's sources included people who knew and worked for the RW&O before the NYC takeover, with some still living when the book was published. The author also refers to the NYC gaining access to "one of the richest agricultural and industrial areas of the country". I doubt that anyone would describe the North Country of New York State that way today.

The line from Charlotte down the east side of the Genessee and across the river just north of the Bausch St. Bridge and into downtown Rochester was build during the 1880's upgrading. And at that time through sleepers ran from Niagara Falls down the Hojack through Oswego and Watertown to Fabyn's, NH.

The prosperity continued into the 1920's, with two passenger trains a day in each direction in addition to a busy freight business. One account of the Hojack in that era refers to a freight train in every siding.

I became acquainted with the Hojack in the late 1940's. As my father knew Gene Wood, the station agent at Ontario, a favorite activity was visiting the station, especially in the wintertime, when there was less farm work. IIRC, Mr. Wood had about 40 years seniority, more than half of it at Ontario. I believe the traffic level then was either one train each way a day, Rochester to Oswego, or out one day and back the next

At that time there were manned stations in Webster, Ontario, Williamson, and so on along the line. The town of Ontario included the communities of Ontario, Ontario Center, Fruitland and Union Hill. I think there had been manned stations at Union Hill and Fruitland. Mr. Wood remembered that at one time, probably in the 1920's, the Ontario station had an agent, operator, and freight handler.

The station was heated by a big cast iron coal-burning stove, set in an opening in the wall between the office and the empty passenger waiting room. It was replaced by an oil-burning furnace sometime in this era.

The trains I saw were powered by F-12 ten wheelers, (with builders plates from 1898 to 1906 or so), and used a combine for the train crew and LCL freight. A caboose was very rare in this service, I don't remember if I ever saw one. In Bill Kachler's book, *The Snowflaker*, he describes these combines as "having a desk and bunk for the expressman in the baggage section and bunks for the train crew, a large ice box, and a large stove in the passenger section."

Track condition was not the best; the ties were pretty well buried in cinder ballast. The west Hojack (Charlotte to Niagara Falls) was said to be in even worse condition. A story at that time, probably not true but illustrating its' condition, was that a west Hojack engineer was called on the carpet for excessive time between stations. The reply was when (not if) I go on the ground; it's only going to be two wheels. The railroad initials were said facetiously to stand for "Rotten Wood and Old Rusty Rails", and that was a valid description when I knew the line. I have a photo taken in 1980, probably at Wolcott, of a rail marked "Lackawanna", "80#" and "1903". (It was rusty, too.)

RR customers in Ontario included several canning factories; one or two produce warehouses (there is still a major fruit growing belt along the lake shore), a lumberyard, a coal and feed dealer, and a cold storage plant. This was typical of most of the small towns along the line. I don't believe there are any RR customers there today, and there is little left of most of the businesses themselves. However, I believe there is enough left in the towns along the line to furnish modeling data for a representative town. A Sanborn map would also be helpful if any are available.

My father told of hauling celery from the family farm with a Model T truck to load a car for New York City on the team track, probably in the 1920's. The train crew kidded him that if he didn't like the service, he could truck the celery to New York by himself.

Mr. Wood commented once that he owned NYC stock, and when it reached 250 in 1929, he asked an officer of the local bank to sell it. "Aw, it'll go to 275". It peaked at 260, and he still owned it then, valued in the 40's. He also mentioned a rumor that another, unnamed railroad was trying to buy the Hojack, and was finally told by NYC management that it wasn't for sale at any price. This seems unlikely, as there didn't appear to be any connecting railroad that it would have any reason to want it.

The first NRHS excursion that I ever rode, about 1948, went from Rochester to Charlotte, Oswego, and Pulaski on the Hojack, then down to Syracuse, and back to Rochester on the main line. It left Rochester behind double headed ten-wheelers, with remarks at the station wondering where the railroad dug up those antiques. (We saw them every day.) I remember eating lunch in the diner as we went around the sharp curve at Charlotte and over the swing bridge. It came back from Syracuse behind a Hudson, a lot faster than it went out.

I had an uncle, Charles Davis, who spent his working career as a brakeman and conductor on the NYC's lines out of Jersey Shore, PA. When I read on internet groups of rumors that originate from railroad employees, I am reminded that many railroaders, like Mr. Wood and especially Uncle Charlie, would delight in seeing how tall a story they could feed to outsiders.

Another favorite activity was to visit the coaling plant at Wayneport, on the main line just east of Fairport, on Sunday afternoons. At that time there was a large coaling plant straddling the four-track main line, and a second elevated shed with a trestle up to it for the West Shore. There were also facilities for sand, ash removal, water tanks, water treatment, etc. The boiler water came from the canal. I was told that there used to be a small turntable there, but that was removed long before I was there.

Near the end of the steam era, an icing plant for refrigerator cars was built west of the coaling plant. There is no sign of any of this there now. Photos from this era are on the Internet, at <http://gelwood.railfan.net/nyc/nyc.html>; scroll down through the structures section to "Coaling Facility - Wayneport."

The name *Hojack* may have originated from the engineer of the first train, who was named Jack Welch. He used to be a farmer and was more familiar with horses than steam engines. When he stopped the trains he would shout "Whoa Jack". This became *Hojack* over time.

It is hard to believe in today's times but we just drove in and walked up to trackside, and nobody seemed to consider it unusual. We would stand on the wooden platform between the main line tracks next to a steam engine while coal was being loaded in the tender, with a laborer next to us spraying a water hose in the ash pan while the ashes were being dumped. I have just 2 or 3 small black and white photos from there, with one locomotive recognizable as a Mohawk. I can remember recognizing Niagara's and Hudson's at the time, but the majority of the locomotives must have been Mohawks. I can also remember being invited into the cab of an early F unit, which stopped for radiator water, and a caboose there.

The high point of the afternoon would be the Empire State Express, streamlined cars usually behind a streamlined Hudson. Presumably some of those cars are the ones owned by the Rochester Chapter NRHS today.

Quotation taken from a history of the R., W. & O. written by Dick Batzing, Town of Webster, N.Y. Historian:

Many people fondly called the R.W.& O. by its nickname, "Hojack." It seems that in the early days of the railroad, a farmer in his buckboard drawn by a bulky mule was caught on a crossing at train time. When the mule was halfway across the tracks, he simply stopped. The train was fast approaching and the farmer naturally got excited and began shouting, "Ho-Jack, Ho-Jack." Amused by the incident, the trainmen began calling their line the "Ho-Jack."

There were also track pans; I think passenger tracks only, at West Palmyra. I only saw them in operation once, but remember water flying in all directions from the tender. The track pans had steam lines to prevent freezing, but everything near the track must have been coated with ice in the wintertime. A few foundations were still visible on a recent visit.

My father was a farmer, but during WW2 he worked for the NYC during the winters. One night when he was on a switching crew in the Goodman St. yard, he was very late getting home. He had spent the morning in an investigation in the Superintendent's office. One yard track, presumably next to track 2 (the eastbound passenger track) was the only one cleared of snow, so cars rolled more freely than in the rest of the yard. Without looking, the crew tried to push in more cars than would fit.

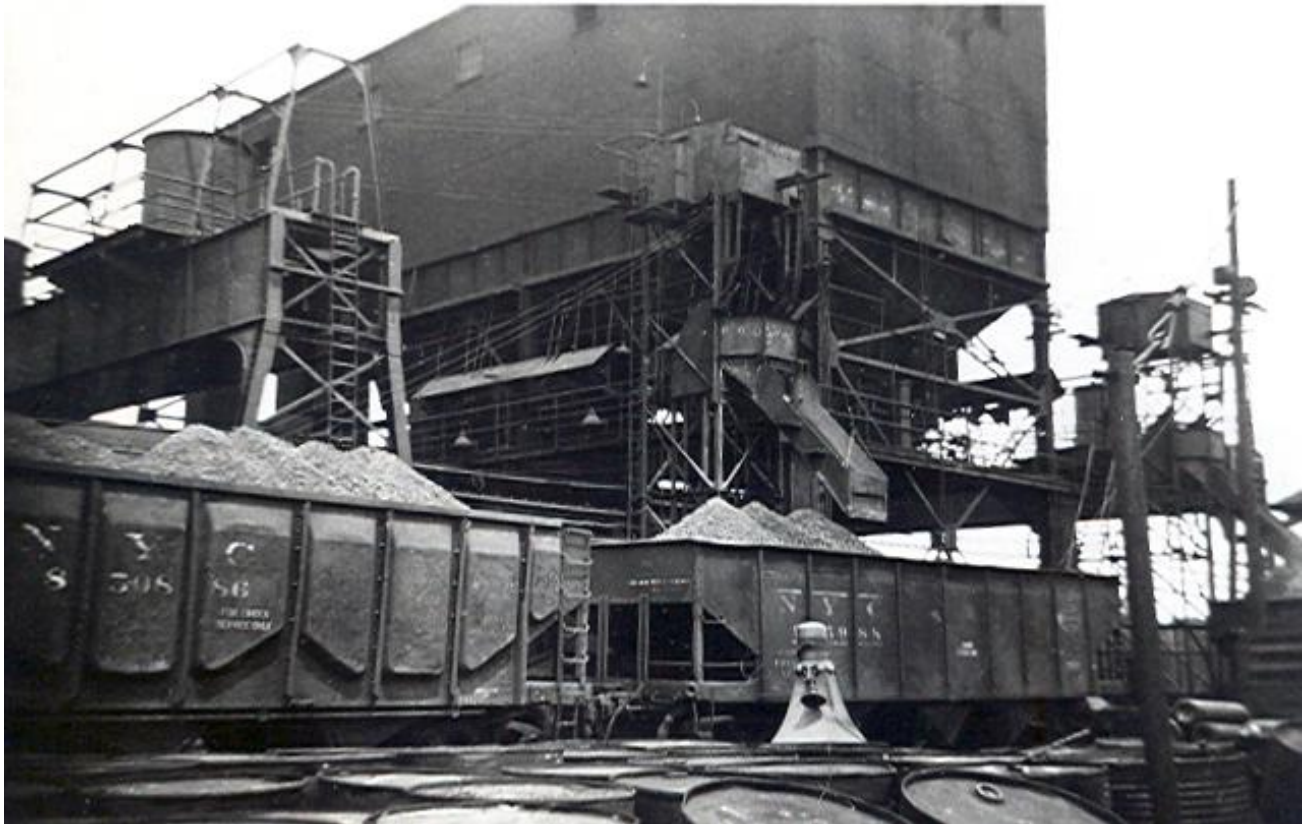
As a result, one car was tipped toward the passenger track, just enough to tear the cab off of the Hudson on the 20th Century Limited as it passed through. Fortunately the engineer saw the car soon enough to get back out of the way, and no one was hurt, but the 20th Century was late into New York that day. I would be interested to hear if anyone knows any more about this incident.

He said that switch crew was given an 0-6-0 instead of the usual 0-8-0 for some time after that.

At that time, Federal law permitted a 16-hour workday, with 8 hours off before returning to work. With nearly an hour drive to and from work, and 2 hours notice (I think) to report, and wartime workloads, it must have been a very strenuous life. He was able to get priority to have a telephone installed at home, not otherwise available in wartime, because of the need to be called for the rr job. Overtime started after 8 hours, but if he worked 8 hours a day for seven days a week there would be no overtime pay.

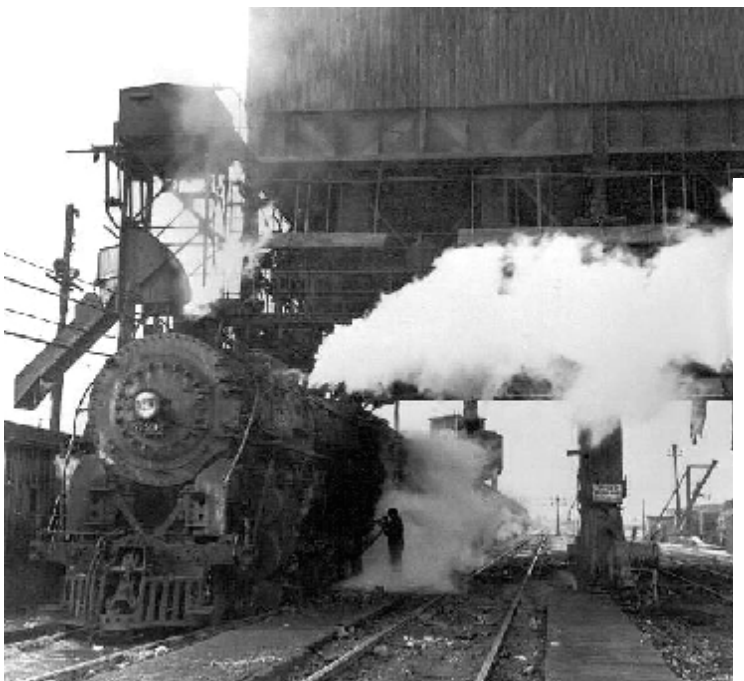
The Hojack may have been somewhat of a stepchild even in the early 1940's. My father thought that one paycheck was a little short, and when he questioned it, was asked if he had worked on the Hojack. Separate paychecks were issued for work on the Hojack then.

I hope readers enjoy these memories enjoy them as much as I have.



The New York Central coaling station at Wayneport, NY. Photo by Gordon Fewster.

HOJACK



Hudson under the Coal Dock at Wayneport, NY. Photo Credit: New York Central System Historical Society, negative 7155-3 – collection of Jeff Hands.



The Passenger and Freight depot at Ontario, NY, January 1974. Photo by Gordon Fewster.

Building a Large HO Scale Sawmill I

Part 4 – The Dynamite Shed

by Richard Senges

In Part III of the Sawmill Series we discussed tools and techniques. This issue we will review the building process and the Dynamite Shed.

Before starting the building process last fall, I decided to read the instruction manual – what a novel idea! After reading the manual several times, I decided to build one of the simplest structures first to practice the wood distressing and staining techniques.

There was some question in the instructions as to whether to distress the wood first and then stain or vice versa. I decided to distress first and then stain. For wood distressing, I used the five bladed #11 special tool described previously.

For the staining process, I followed the instructions by Brett Gallant in the *SierraWest Twin Mills at Deer Creek* book.

The whole “Kit” is made up of about 36 large drawings and many plastic packs of HO scale lumber. So the Sawmill is 100% board-by-board construction. The Dynamite Shed will be the only structure without interior detail since the door is closed and the windows boarded shut.

I followed the instructions, i.e., distressed the wood, stained the wood, built each side of the basic shed, etc. The paper plan was taped down, then wax paper, then two strips of double sticky tape, and lastly the wood pieces were glued using a base guide. White glue was used instead of the yellow glue suggested by *SierraWest*.

In the *SierraWest* kit, there are pieces of paper which one is instructed to paint resulting in a wood shingle look. I tried this process and didn't care for the results. So I tried a new paper shingle made by *Wild West Scale Model Builders*. You can see the shingles on the large image of the Dynamite Shed on the next page.

As it turned out, I did not like these shingles as well as the *Paper Creek Model Works* shingles I had used on other models. So the next building, the Boathouse, the *Paper Creek* shingles were used (next *RMR* Sawmill article).

Another improvement I would make to the roof building process is to omit the paperboard roof material supplied by *SierraWest* - or - install wood fascia to cover the paperboard edge. If omitted, one can construct a sandwich with 0.005” paper (blacken edge) in the middle, 2” x 12” wood on the inside of the roof, and the *Paper Creek* shingles on the outside. The paper will not show and the inside of the roof will look realistic too. *See the Dynamite Shed image on the next page.*

**Next
Issue**

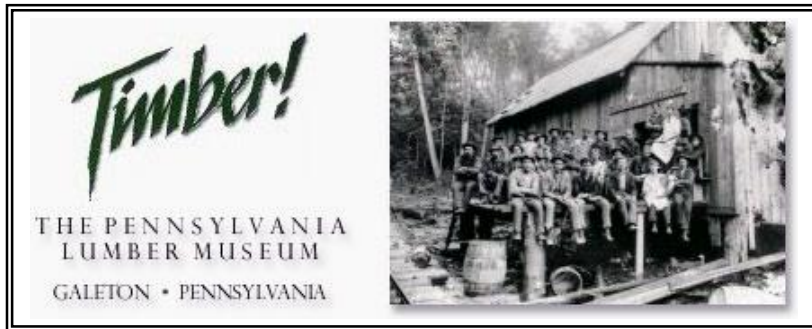
**The
Boat
House**





The Dynamite Shed

The 2007 Bark Peelers' Convention Pennsylvania Lumber Museum







The head sawyer operates the controls of the sawmill at the Pennsylvania Lumber Museum in Galeton at the Bark Peelers' Convention on July 8, 2007. The small 7" wheels of the carriage (foreground) ride on the rails of the way. The headblocks hold the log in place as the carriage transverses back and forth. The log is cut on the forward movement of the log carriage. It is then "jigged back", moved over by using the controls in the middle of the carriage with the long handle, and then sent again into the revolving circular saw.

The carriage and headblocks are believed to be manufactured by Frick of Waynesboro, Pennsylvania – a Frick No. 00 Saw Mill. It was not known who made the saw and saw husk. The saw appears to be 52" to 58" in diameter.

The next issue will cover some of the other activities at the 2007 Bark Peelers' Convention.

Next Issue – More Bark Peelers' Convention

The Model RR Post Office

Number 20 in the Series

by Norm Wright

Tanzania (Scott 968) 10sh 0-4-0 Baltimore & Ohio Railroad tunnel locomotive No. 5, Lionel Standard gauge electric-powered model of 1904. This stamp was issued on Dec. 10, 1992 in an omnibus series of model trains; emblems of the Lionel Corp. and the Genova '92 International Stamp Show are visible on the stamp.



Future Articles

Scenery for a Shelf Layout

Matt Kovacic's Wood Cutter Shack

The Santa Fe CF – 7

A Trip Down Nostalgia Lane

Modeling Keuka Lake - Hammondsport

Siegel Street Revisited

Tortoise Installation Made Easy

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**The S Scale Model Railroad
of Joe Cordaro**

Resin Casting

**Building a Large Sawmill Complex
Part 5 – the Boat House**

Boothbay Railway Village

Rochester Model Rails

E MAGAZINE

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and plans are welcome.

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www.railroadmuseum.net

Train Events for 2007

Updated August 3, 2007

- Summer 2007** **Medina, NY** – Trains, fire, planes, boats, toys, etc. Museum. Large HO scale model RR. Real Train rides. Info: www.railroadmuseum.net
- Titusville, PA** - Great Train Rides on the Oil Creek and Titusville Railroad
 Indoor and outdoor Oil Museum. Info: <http://www.octr.org>
- August 7 – 11** **Hartford, CT** – N Scale National Convention. Info: www.nscalecollector.com
- August 11** **Syracuse, NY** – NMRA - NER - CNY Annual Picnic, Meet and Program. Noon - 4:00pm. At Jim Heidt's house, 7266 Oxbow Road, Canastota, NY. Layout, live clinic, model showcase, etc. Free and open to all. Info: www.cnymra.org
- August 11** **Titusville, PA** - "*The Pinkerton Turn*" Nitro Show Part IV. 6:00pm gates open – 7:30pm
Continuation of the previous year's "*Pinkertons Strike Back*". Entertainment with something for the whole family. Info: Drake Well 814-827-2797
- Aug. 29 – Sept 1** **Portland, ME** - National Narrow Gauge Convention, Portland, Maine, Wednesday - Saturday Info: www.27thnarrowgaugeconvention.com
- September 20 – 22** **Indianapolis, IN** – O Scale National Convention. Info: www.2k7oscalenat.com
- September 23** **Syracuse, NY** – NMRA - NER - CNY Division Meet and Program. 2:00 to 4:00pm. At Dick Lautenslager, 4560 Limeledge Road, Marcellus, NY. Layout, live clinic, etc. Free and open to all. Info: www.cnymra.org
- September 29 – 30** **Norfolk, NY** – 25th Annual Model RR, Toys & Collectibles Show. Location: Norwood-Norfolk Central School, Route 56 in Norfolk. Sat. 10 – 5; Sun. 10 – 4.

- October 13 – 14** **Timonium, MD** - The Great Scale Model Train Show, Maryland State Fairgrounds
Info: www.gsmts.com/a_datesplaces.html
- October 13 – 14** **Bowmanville, Ontario, Canada** – 21st Annual Train Show sponsored by Soper Valley Model RR Association. Location: Bowmanville High School, 49 Liberty Street North. Sat. 10:00am to 4:30pm. Sun. 10:00am – 4:30pm. Admission: Adult \$5.00, Senior \$4.00, Family \$10. Contact: Ron Radcliffe 905-987-3099 rjr.kse@on.aibn.com
- October 18 – 21** **Albany, NY** – NMRA – NER Fall Convention
Info: <http://www.trainweb.org/northeasternregion/NERREG04.HTML>
- October 28** **Syracuse, NY** – NMRA - NER - CNY Division Meet and Program. 2:00 to 4:00pm.
With the not so serious Model RR Society – Camillus, NY. Layout, model showcase, etc.
Free and open to all. Info: www.cnymra.org
- November 2 – 3** **Mansfield, MA** – The First Annual Craftsman Structure Show 2007. Holiday Inn in Mansfield, MA
Structure contest, structure clinics, and structure manufactures. Info: www.css07.com
Sponsored by: Scott Mason of Model Railroads, FOS Scale Limited Model Railroad Structures
and Craftsmankits.com. George Sellios (FSM) and Dave Fray will be there.
- November 3- 4** **Syracuse NY** – 32nd edition of the Central New York Train Fair. One of the largest train shows
In the Northeast covering 150,000 square feet in two large buildings at the New York State Fairground.
More that 100 vendors; more than 50 operating layouts; all scales. Sat. 10:00am – 6:00pm. Sunday
10:00am – 5:00pm. Sponsored By Central New York NRHS. <http://cnynrs.org/> Show Info:
http://cnynrhs.org/train_show.html
- November 11** **Batavia, NY** - The Great Batavia Train Show. The events will be held at Batavia Downs
Gaming from 9:30 to 3:30. Admission is \$5 for adults, \$3 for under 18, and under 13 free
- December 8 – 9** **Rochester, NY** – Second Annual Tiger Tracks RIT Train Show and Sale. Field House in
Henrietta, NY, on the RIT campus. Info: www.ritmrc.org/tigertracks

