

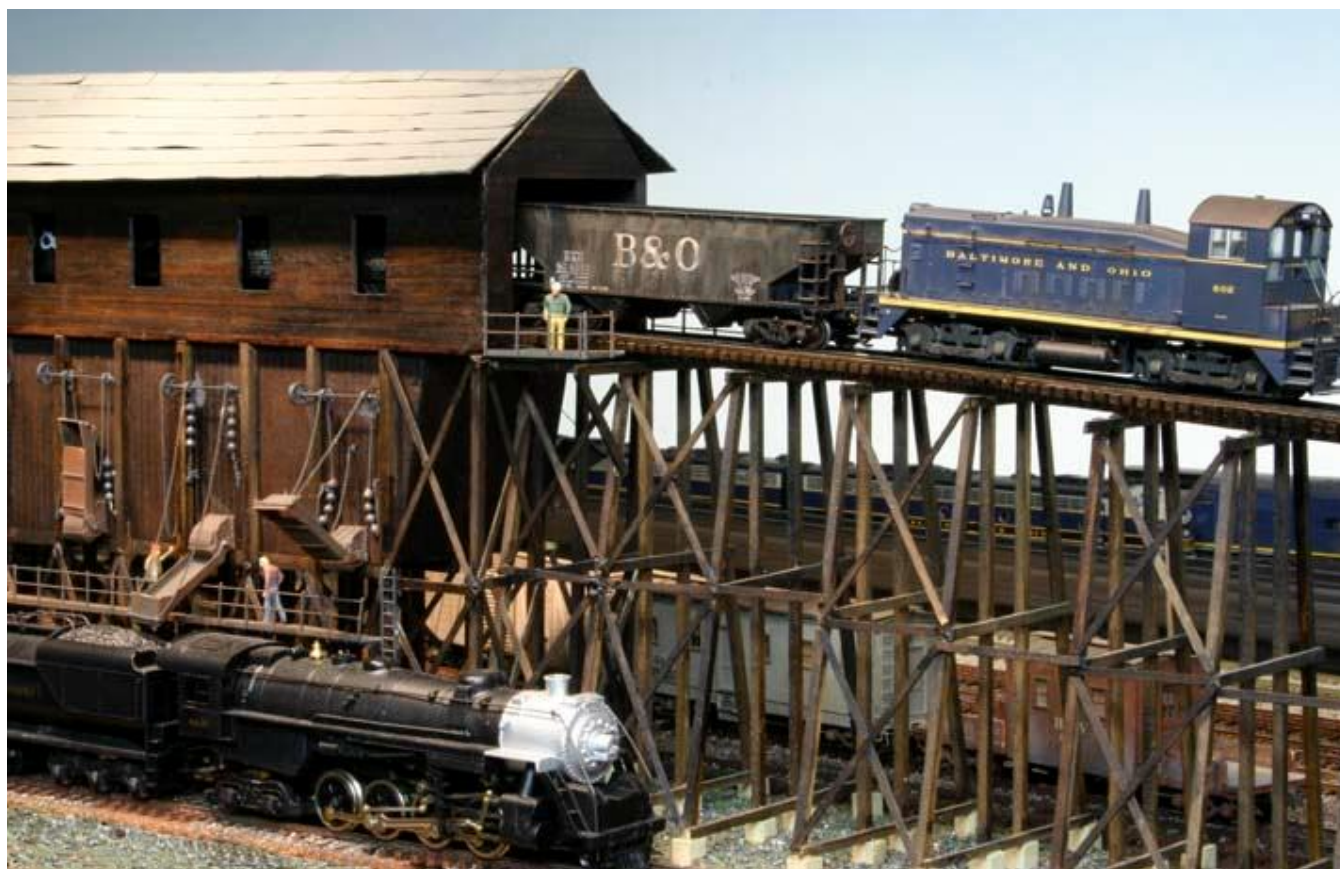
Rochester Model Rails

Dedicated to Quality Model Railroading

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ROCHESTER, N.Y.

MARCH 2005



Coal trestle on the HO scale Baltimore and Ohio model railroad of Bob Hogarth, Pittsford, NY.

Digital image by Dick Senges.

The R W & O - Part 4

Making "Supersage" Trees

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www.trainweb.org/rmr

Scenic Express Supersage Tree Kit

Product Review

by Dick Senges

In December, I received the latest *Scenic Express* (www.scenicexpress.com) catalog. And there it was – a new concept in making deciduous trees. I had to try it.

It was the *Scenic Express Supersage Tree Kit* – with directions and all the goodies needed to make some Supersage (not *Supertrees*) trees. What it appeared to be from the ad is trees with the trunk of sagebrush and the top of the *Scenic Express Supertree* material.

I ordered the kit (see box for contents) and proceeded to read the directions - a novel experience. Then I proceeded to make eight trees.

At first I actually followed the directions by using the *Zap a-dap-a Goo II* (made by *Pacer Technology*) glue provided. This is the only thing in the kit that I was not familiar with. It looks just like *Goop* made by *Eclectic Products*, a clear contact adhesive and sealant.

The directions call for trimming the sagebrush and then gluing pieces of the *Supertree* material on to the branches of the sagebrush. I tried this using a butt joint, but things didn't work that well. So I resorted to overlapping the *Supertree* small branch with the branch of the sagebrush tree material. This worked much better.

The only problem with working with this stuff is that when you coat both surfaces and then wait 2 minutes for it to get tacky and press

together, it is still not cured as is *Superglue*. So you must set it aside to dry somewhat.

I covered the glue on the overlapped branches with some powder, the same powder that I used to darkened the *Supertree* material branches.

I also tried using white tacky glue which in some areas appeared to work better. Some may have more luck using *Superglue* for this application. Anyhow, when the branches were glued on, I let the eight trees dry for a day or two.

The next step was to spray the tree foliage material with the supplied acrylic matte medium mixed with water. I used hair spray instead which went very quickly. The hair spray glued the foam on fine. Then I added a slight bit of paper flock. And finally gave it another shot of hair spray. See the images of the eight finished trees on the next page.

Scenic Express Supersage Tree Kit

6 – 8 sagebrush tree armatures (various sizes)
Supertree material
Zap a-dap-a Goo II glue
 Acrylic Matt Medium – small amount
 Four self-closing tweezers
 Spray bottle
Scenic Express foam – light green – 12 oz.
Scenic Express foam – dark green – 12 oz.
Nock flock – red leaves – 50 gram box
Nock flock – green flock - 50 gram box
 Misc. flocking material
 Color instruction booklet



Digital Images by Dick Senges

The Rome, Watertown and Ogdensburgh Railroad – Part 4

Reprinted with the permission of the Semaphore – a publication of the Rochester Chapter, NRHS

Enter the Delaware and Western Railroad under Sloan

Samuel Sloan of the DL&W was a director of the RW&O. This railroad always had an interest in the RW&O and the LOS since the DL&W had three major junctions with it at Syracuse, Rome and Oswego. Secretly Sloan wanted to acquire a competing line with the NY&HR.

By 1877 Sloan had bought enough RW&O stock at low prices to have him elected as its president. Sloan reorganized the road by taking the Syracuse Northern, LOS and the Richland -Oswego branches into a new division with headquarters in Oswego.

Next, Sloan had the soft coal grates removed from the RW&O locomotives. They were replaced with hard coal grates. Anthracite was the major product of the Lackawanna. For the next five years the RW&O bumbled along on the edge of receivership. Service went from bad to worse. The roadbed was in deplorable shape and the frequency of train wrecks increased. Morale was at an all time low.

During these days Sloan was concerning himself with the extension of the DL&W from Binghamton to Buffalo. The DL&W had to use traffic rights over the Erie not only to reach Buffalo but to also reach its branches to Utica, Rome and Ithaca.

To build his line to Buffalo, Sloan needed rails and the money to buy them. To solve the problem, he took the rail from the RW&O. As a result the RW&O became paralyzed. In desperation, the RW&O appealed to its major competitor the Utica and Black River that at the time was rapidly replacing its own iron rail with steel. In pity the U&BR sent it their discarded rail.

In 1883 there were only sixty miles of steel rail in the 400 miles of RW&O main line track. The RW&O only had 52 locomotives and no longer operated sleeping or parlor cars. It had 54 passenger cars most of which were in extreme disrepair.

Despite these problems, the road managed to avoid receivership. It reduced the interest on its bonds and assessed its shareholders \$10 per share to keep operating. The value of its stock fell. At this time, Charles Parsons of Maine, a director of the RW&O had been carefully buying RW&O stock. In 1883 the directors of the railroad met. Parsons entered the room uninvited, sat at the table and calmly announced that he had purchased control of the railroad and then proceeded to elect himself president. A New England friend of Parsons, Henry Britton became General Manager. Sloan was out and Parsons was in. No one cried.

Parsons and Britton began the complete reorganization of the railroad. Watertown had hoped that the railroad would return its main shop facilities and headquarters there. However, the Sloan policy consolidating shop faculties in Oswego remained. The shops that were in Watertown and Rome were further reduced to facilities for emergency repairs. Corporate headquarters was moved to New York City.

In 1885, service had increased. There were five main line trains daily in each direction between Rome and Watertown. Sleeping cars operated between Watertown and New York City. Sleeping cars even operated out of Cape Vincent to catch the tourist trade. There was sleeping car service from Niagara Falls through Watertown to New Hampshire and Portland, Maine. The RW&O stock price rose to \$25 per share. In 1886 it rose to \$40; 1887, \$75; and in March 1891, \$123.

The Utica and Black River RR

Utica was envious of its smaller neighbor, Rome, being the gateway to the North Country. In 1852 the Black River Railroad Company was organized with its route running up the Black River valley from Utica to Clayton. The railroad was called the Black River and Utica. Within two years the line was completed to Boonville, 35 miles from Utica. The work included a high trestle near Trenton Falls.

By 1857 the Black River and Utica was operating one passenger train a day to Boonville and return. In those days Trenton Falls was a resort and the popularity of Trenton Falls was a great benefit to the railroad because there was little business south of Boonville.

The railroad encountered financial trouble in 1860 and was reorganized into the Utica and Black River. But when the railroad was completed further north, it became prosperous and did not share the reversals of fortune experienced by the RW&O.

The Utica and Black River reached Lowville in 1868, in 1872 Carthage, 1873 Clayton, 1874 Morristown and Ogdensburg. The U&BR had large shops and yards at Utica and enjoyed interchange with the NY&HR and the NYO&W. They even shared the same depot. Both Clayton and Ogdensburg had large dockside terminals.

At the same time that the U&BR was being built, the Carthage, Watertown and Sackets Harbor railroad was completed as a local enterprise. This branch line was eventually purchased by the U&BR.

The U&BR steadily improved its service to the chagrin of the RW&O. It interchanged with it at Watertown, Philadelphia and Ogdensburg. It had the advantage over the RW&O because Utica was closer the New York City. Clayton had become the main tourist attraction of the Thousand Island Region while Cape Vincent's time had passed. By 1882 the U&BR was well organized and prosperous.

Charles Parsons, the president of the RW&O, envied the U&BR. It was a thorn in his side. The Vanderbilts had a strong interest in the Utica road. This NY&HR interest demonstrated itself by increased traffic agreements and cooperative working arrangements. The RW&O tried to offset these by making similar arrangements with the New York Ontario and Western that it touched at Rome, Central Square and Oswego. But there was no comparison between the NYO&W and the NY&HR. The U&BW was a constant menace to the RW&O. So, Parsons absorbed it on April 15, 1886.

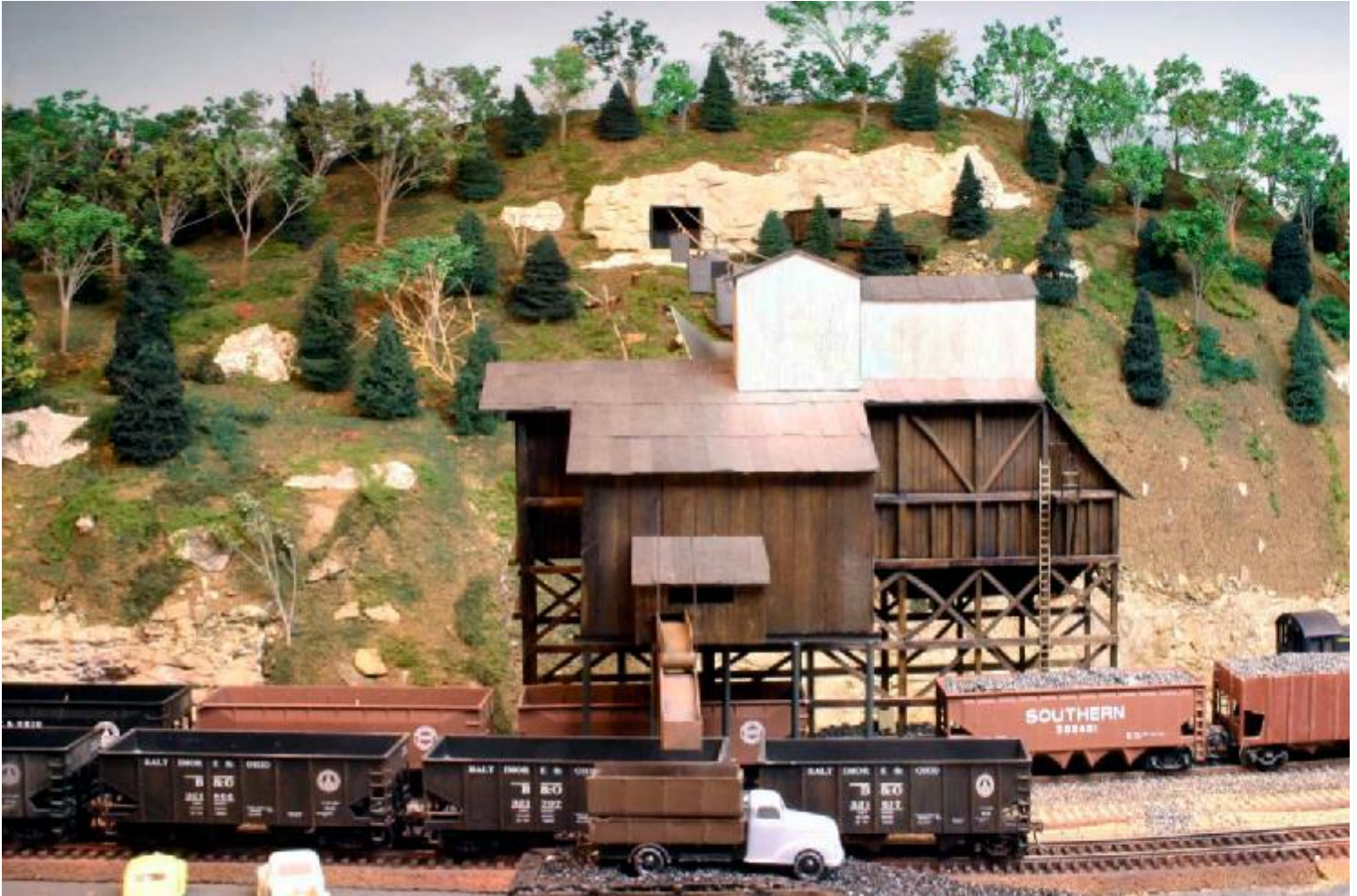
With the merger of the two roads personnel and facilities were combined. The railroad's shops were moved favoring Oswego over Utica. The depots at Ogdensburg and Watertown were consolidated. Philadelphia became a major interchange point and Clayton developed into a major port. Cape Vincent died on the vine.

Now the R W & O had a real monopoly in the North Country. The only worry that parsons had was that the Vanderbilts might someday build a competing line northward to the St. Lawrence.

Next issue – Part 5 – The New Line to Rochester.



Scenes from the model railroad of Bob Hogarth, Pittsford, NY.



Digital images by Dick Senges



The Model Railroad Post Office

Number 10 in the Series

by Norm Wright

This 1k Chechoslovakian stamp, depicting a 4-4-0 toy locomotive, is one in a set of five illustrating ornamental wirework, issued on August 28, 1972. The Scott catalog number of this item is #1829, and it is the only one in the set which is of railway interest. (Note the pull-toy "rope" is also crafted in ornamental wire).



Shooting Digital Images Using a Mirror



Image Credit: Dick Senges. Image Info: Canon EOS Digital Rebel camera, 6.3MP, 18-55 EFS lens, 6 seconds at f/36. Image was shot into a mirror, then reversed and cropped. The scratchbuilt model is the short version of the Allegheny Transportation Company before expansion of the building in 1868. Figures are *Fun and Games* and *Musket Miniatures*. Trees are *Scenic Express Supertrees*.

Below Left: An original B & W 1860s photo of the Allegheny Transportation Company building with men posing by the water fountain and boardwalk. Note the 4-hole WC on the left, telegraph pole, fountain, the birdcage in the trees, moved chimney, the newer rear roof, and the added third window.



Below Right: The camera and the photographer are in front of the mirror. The **edge of the mirror** can be seen at the bottom of the image.



Steve Levine's N Scale Model Railroad

Press Release January 25, 2005

As of 9:53 PM my *N* & *S* model railroad has a quick response team and plan in place to handle any train disaster that may occur. The team has at least medical, hazardous material, and national disaster training. Each member speaks German, Russian, Polish, English, Japanese, Chinese, and Klingon. The Train has two working crane cars, an operating room, a kitchen, and bordello in the caboose – who-ha. Other cars will be added as *Government* funds become available. The string of cars is located currently at Siding 13B, Section 405.

The first test was an overall success as a Union Pacific F3 piloted by Stephen Levine negotiated tight turns and deadly curves.

Further updates to follow.





Ask Doctor Dick (The Scenery Doctor)

OCRR@frontiernet.net

John writes:

I am working on the scenery on my layout and want to use your *Wet N Shape* method. My landscaped area is not massive and there are no large mountains. I hate to work plaster (too messy) since my train room is finished with carpet, etc. What would be an alternative to using plaster?

Doc:

John – interesting question. I like *Hydrocal* plaster myself but it looks like you don't like plaster!

One alternative to using plaster would be to build the form and shell out of corrugated and *Wet-N-Shape* but to use more of these materials than I have suggested in the past. That is, use somewhat more corrugated, i.e., leave smaller spaces between the strips.

Then instead of putting just two layers of *Wet-N-Shape* on the corrugated, try putting on about five layers. This will result in a very solid base ready for the next layer.

When the *Wet-n-Shape* is dry, paint it with brown latex paint. The when dry, cover with a slurry of white glue, water, and sifted dirt. Then add foam, etc.

Since your scenery is not large and there are no expansive mountains, which need major support, this should work for you.

Bill Writes:

I am building my scenery now and using *Hydrocal*. But it's not going so well. When I mix a batch, part of the batch hardens in the bowl before I can get it out. And by brushes harden with *Hydrocal* before I can rinse them. I am using a 3" brush and about 16oz. of water to 32oz. of *Hydrocal*. Help!

Doc:

First make sure you use very cold water when mixing *Hydrocal*. This slows the curing time and gives you a few more minutes to work. Then always add the water (one part) to your bowl first, then the plaster (two parts). Mix thoroughly and slowly.

I believe that your batch is too large. Only make a small batches that you can use before it starts to cure. I suggest cutting your batch in half.

As you see the *Hydrocal* starting to thicken in the bowl, dump it all out and stipple it quickly over your previous layer.

Also, use a smaller brush. I like a 1" brush, a very cheap one that you can buy by the dozen at *Harbor Freight*.

Doctor Dick –
"The Scenery Doctor"

2005 Presentation

March 5
Grand Island, NY

Doctor Dick -
The Scenery Doctor
Presentation
March 5, 2005
NMRA NFR ID Meet
Grand Island, NY

Modeling the Oil Creek Rail Road

Any interest in an
Index ?
 for the first 27 issues of the
Rochester Model Rails
 → e-mail: OCRR@frontiernet.net

Don't Forget to Visit
www.railroadmuseum.net



Coming Next Month....

The Scenery of Bill Schneider

The R W & O – Part 5

Photo Gallery - OCL & M RR

**Ask Doctor Dick –
 the Scenery Doctor**

*Lake Side Structures on the
 B & H RR*

Rochester Model Rails

Editor and Publisher
 Richard A. Senges

Web Master
 Ted Larson

Digital Images
 Matt Kovacic

Columnists
 Leo Adamski
 Gerald Brimacombe
 Garis R. Chedens
 Jim Hutton
 Betty James
 George Irwin
 Steve Levine
 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 1-25-05

- | | |
|-------------------------|---|
| 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 – NMRA ID Meet – <i>“Modeling the Oil Creek Rail Road” - Doctor Dick – The Scenery Doctor “Making Conifer Trees” - Matt Kovacic</i> |
| 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 |
| March 20 | Syracuse, NY – Empire State Meet, T.T.C.S. |



Oil Creek Logging and Mining Company



Trees by Matt Kovacic



*Densmore Two-Tank Oil Tank Car
Modeling the Oil Creek Rail Road Company
Presentation - March 5, 2005*

- 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 15,16,17** **Belleville, Ontario, Canada**
NMRA NFR Convention
Info: neville.meads@sympatico.ca
- 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** – 25th 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



Miller Farm, Oil Creek Rail Road



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

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

Doctor Dick –
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2005 Presentation -
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