

Lake Shores Limited

Newsletter of the Lakeshores Division of the Niagara Frontier Region,
National Model Railroad Association, Inc.

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ROCHESTER, NY

NOVEMBER 2015

Next Lakeshores Division Meet: November 21, Hammondsport, NY.



The Bath and Hammondsport RR at Keuka Lake, Hammondsport, NY, looking south. Note the *PennYan* steamboat boat, the wharf shed, two gondolas, a DL & W R boxcar and the B & H RR passenger depot.

NMRA Lakeshores Division Fall Meet 2015, Hammondsport, NY

News from the Division Superintendent by Ray Howard

News from the LSD "Super"

Wow! November already... Where did the summer go? It is now time for the **Lakeshores Division** to have another fantastic Fall Meet! This fall we are holding the meet at the Glenn H. Curtiss Aviation Museum in Beautiful Hammondsport, NY located at the South end of Keuka Lake. The only cost is \$7 to get in the Museum. Let them know you are with the NMRA.

While the Museum is mostly about early Aviation (particularly the work of Glenn Curtiss), it also has motorcycles, early cars, farm tractors, an old Lionel layout, and a caboose sitting outside for us to see.

Rumor has it that there may be some "n" scale modules set up at the museum that Saturday. There will be at least two layouts for you to visit (one is located in a local winery and is maintained by one of our members...). I bet you can guess whom the other one belongs to. A full list of other activities and local restaurants will be passed out at registration. I think we have a lot of great things in store for all of you!

Joe Mankowski will give a short overview of his trip to the NMRA National Convention in Portland, Oregon last August. Dick Honeyman will be giving us a fascinating history of the trains that ran in Hammondsport and Bath, NY way back when, and Dave Durr, Division Secretary, will treat us to a clinic about how he developed his layout design, railroad selection, and its location.

Don't forget to bring a model for the "Popular Choice Model Contest" (and bring a friend)!

Hope to see each of you at the Glenn H. Curtiss Museum in Hammondsport, NY on Saturday, November 21!

Superintendent

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**Lakeshores Division
Website**

www.lakeshoresdivision.org



**Lakeshores Division, NFR, NMRA
Spring Meet in Hammondsport
Saturday, Nov. 21, 2015**

Location:

**Glenn H. Curtiss Aviation Museum
8419 New York 54
Hammondsport, NY 14840**

Schedule: (subject to change as needed...)

- 8:30 to 9:00 Set up (LSD Board members)
- 9:00 to 9:30 Registration, Meet and Greet, register Models for Contest
- 9:30 to 9:35 Welcoming remarks
- 9:35 to 9:50 **National NMRA Convention Overview** – Joe Mankowski
- 9:50 to 10:40 Clinic: **“History of the B & H RR”** – Dick Honeyman
- 10:40 to 11:00 Break (turn in ballots for contest)
- 11:00 to 11:45 Clinic: **“Road to Hamburg”** – Dave Durr
- 11:45 to 12:00 Announce Contest Winners, Finish any undone business.

There will be a Popular Choice Model Contest. We are not doing a photo contest at this meet due to space limitations.

Lunch on your own

Afternoon:

Layout tours, Visit the museum, etc. **(Information will be available at Registration)**

‘Op’toberfest 2015

by Ned Spiller

Three of us from the Lake Shore Division attended ‘Op’toberfest, a model railroad operating weekend sponsored by the Hudson Berkshire Division of the Northeast Region, NMRA. They have been doing this for several years and some of us locals have been attending for the past three years. There are several fine operations based layouts in the Albany area, and several round-robin operating groups. Once a year, they invite operations fans from all over New York and New England to share the fun.

Ben Keltz, Jeff O’Neil and I left Hammondsport on Friday afternoon and arrived at 6:30 pm for our first session on Kevin Surman’s New York and Long Branch layout. Kevin is a Master Model Railroader and his layout shows it. Beautiful models of many prototype scenes, including Newark station with GG1s under wire. I got to operate a small yard and junction, making and breaking up trains, and also ran a local freight out to a couple of towns. Ben ran a passenger train and local freight, and Jeff ran some way freights.

Saturday morning we were up early and headed over to the Rensselaer Polytechnic Institute to operate on the famous New England, Berkshire & Western RR. (There is an article about the NEB&W in the latest Model Railroader.) I’ve been reading about this layout most of my modeling career, and am especially interested since I model Vermont in the same time period. I’d seen the layout a couple of times before, but never got to operate on it. It was really fun because I recognized many of the locations modeled from my time living in Vermont in the 70s. I got to run a milk train and then a local freight. Ben and Jeff ran an empty ore train and a milk train.

Saturday afternoon we headed over to Henry Probst’s New York Central, Mohawk Division RR. This is a basement size layout including scenes from the New York City harbor to Utica, with Syracuse and Buffalo represented by staging. I ran a couple of freights, including a new record for me – 32 cars. Then I did some local switching in the Utica industrial area. Ben ran a local yard, then got to run one of the two sections of the 20th Century limited, both with prototypical consists. Jeff ran several through freights, including a personal record for him of 25 cars. Henry likes to run long trains and lots of them. We all had fun and everyone kept busy.

The group in Albany does a dinner on Saturday evening, but we opted to head home after our afternoon session. It’s a fairly long drive, but we all enjoyed the company (and the stop for Chinese Buffet) on the way home.

For anyone who is interested in operations, this is a great opportunity to run on some different layouts. From my experience, they are all different and all fun, and I always come away with new ideas for my layout. The guys in the Central New York Division in Syracuse have done a similar weekend session the last two Aprils which some of us have attended. And if you are really into it, there are groups all over the country that do this, and you can usually get yourself invited if you ask.

Photos: Surman4 by Ned Spiller,
MMR and all others by Ben Keltz.
Editing by Richard Senges, MMR.

Right: Surman 1

Passenger facilities in Newark on Kevin Surman’s New York and Long Branch.





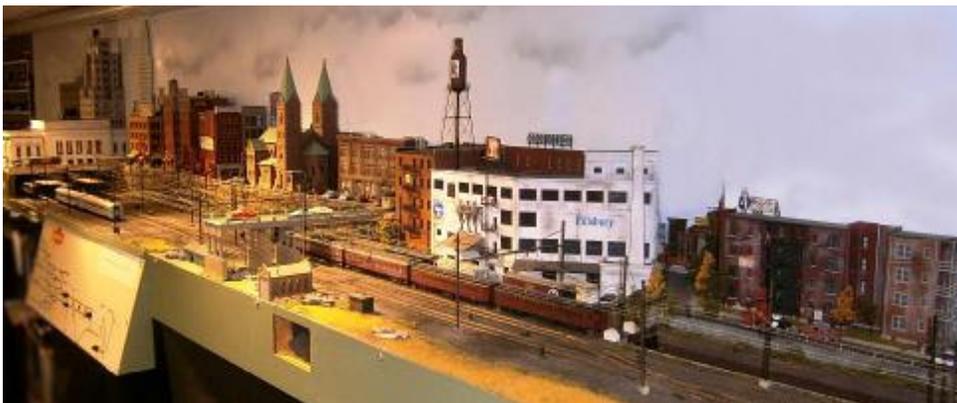
Left: Surman 2

Passenger train on Kevin Surman's New York and Long Branch.



Right: Surman 3

Switching a freight on Kevin Surman's New York and Long Branch.



Left: Surman 4

Newark Station on Kevin Surman's New York and Long Branch.

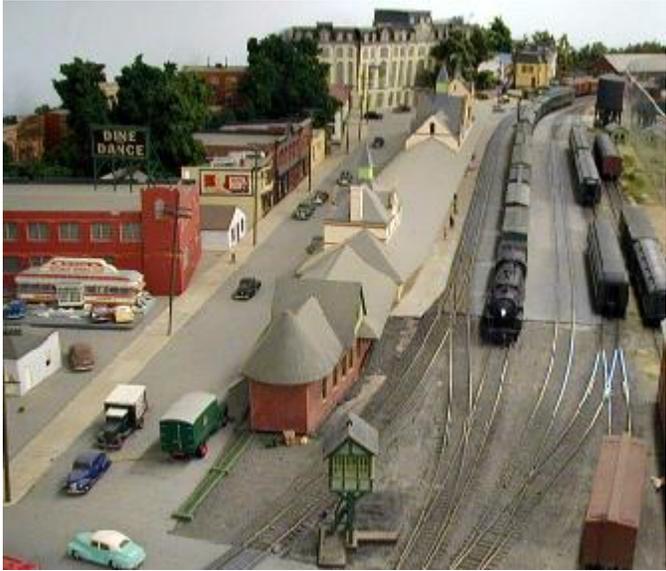
Right: NEB&W 1

Coal train on the causeway on the NEB&W.



Left: NEB&W 2

Jeff running a train across Red Rocks on the NEB&W.



Left:
NEB
&
W 3
Saratoga
Springs
on the
NEB&W.



Above: NEB & W 4 The backs of some of the structures in Troy on the NEB&W.



Left: Probst 1

20th Century Limited Henry Probst's New York Central, Mohawk Division.



Right: Probst 2

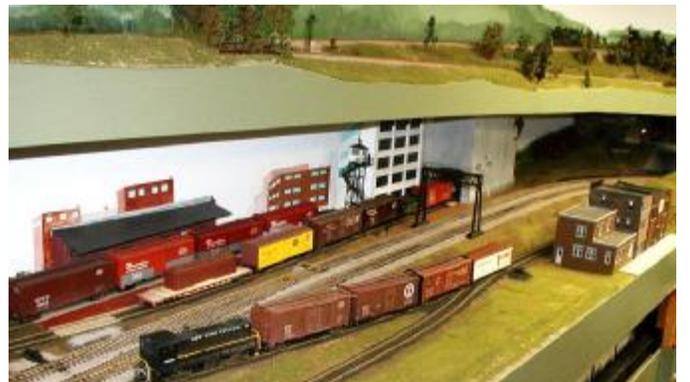
Two sections of the 20th Century Limited Henry Probst's New York Central, Mohawk Division.

Left: Probst 3

20th Century Limited Henry Probst's New York Central, Mohawk Division.

Below: Probst 4

One of the switching areas on Henry Probst's New York Central, Mohawk Division.



The Bath and Hammondsport Railroad

The B & H RR was chartered by New York State on January 17, 1872 as a three-foot gauge railroad using 30 and 40-pound rail. It ran from Hammondsport, NY, at the foot of Keuka Lake to Bath, NY, about nine miles. The line opened June 30, 1875.

The railroad was narrow gauge from its inception to 1888. During these narrow gauge years, the B & H roster included the following steam locomotives: 2-6-0, 4-4-0, 0-4-4T, and a 2-4-4T.

The heyday years of the B & H were 1889 to 1907. On August 17, 1889, the road changed to standard gauge. Passenger and freight traffic flourished. Some Sunday's as many as seven trains ran from Bath to Hammondsport and back. Steamboats were common on Keuka Lake.

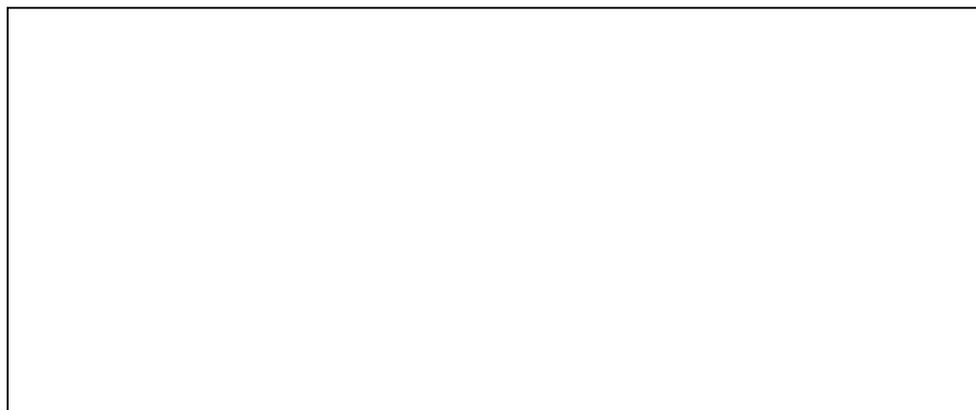
In 1908, the Erie RR took control of the B & H and operated the road until 1936. Engine #11, a 2-8-0, was used during this time and can be seen in many B & H photos.

In the later years, 1937 to 1993, the road used GE 44 ton diesel engines and Alco S1 locos. The only remaining B & H RR buildings (2015) are the passenger depot and the engine house. The engine house is expected to be torn down. The road is not operated today (2015) and the track is overgrown with trees and brush.

Richard Senges' model (Victor, NY) below depicts Hammondsport and the B & H RR in the early 1900s. Note the Gazebo, the Vineyard, Lakeview Winery, the Passenger Depot, the Freight House, the Ice House, the Wharf Shed, the Lyon Brothers Grape Packing House, the Boat House, the Dock and Keuka Lake.



**NMRA NFR LSD
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**QR Code
to the NMRA
Lakeshores Division Website**



**Next LSD Meet – November 21, 2015
Glenn H. Curtis Aviation Museum, Route 54, Hammondsport, NY**