



# The Semaphore

Newsletter of the Rochester NY Chapter, NRHS  
P.O. Box 664, Rochester, NY 14603; Published Monthly

November 1997  
Volume 40, No. 3

## Program for Nov. 20

### "GEMS OF THE WEST"

by Duncan Richards

The next membership meeting will be held at the 40 & 8 Club on November 20<sup>th</sup>.

The program for November, titled "Gems of the West", will be given by Chapter member Duncan Richards. Duncan's slide program will present a visual overview of railroading in the West featuring, Tennessee Pass, Powder River Basin, and the loneliest train in Nebraska.

### Program Committee

|                           |          |
|---------------------------|----------|
| Jack Matsik (Chairman)    | 442-6269 |
| Bill Limburg              | 586-9470 |
| Dan Cosgrove              | 352-6931 |
| Dave Luca (Board liaison) | 288-0318 |

The Committee welcomes suggestions and ideas for future programs. Contact any of the Committee members.

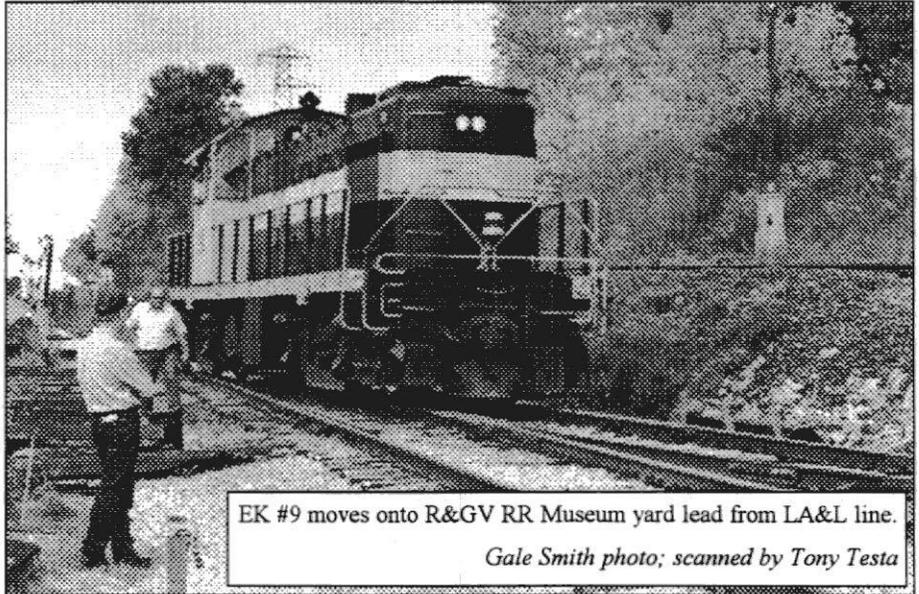
### Fall Foliage Trip Wrap-Up

From: Bob Miner, Trip Committee

Here we are in October. Where did the summer and fall go? For me, working in Sodus, to get the coaches ready for the fall trips, passed the time fast. September and October really flew as Marie and I started filling ticket orders and the trips to Newark were run.

On behalf of NRHS, Rochester. I want to thank all the people who contributed, their time and effort, to the Fall train rides, from Sodus to Newark. A special thanks to those who came out more than once and a real big cheer to the few who came out every time. Marie Miner for 6 hours a day answering the ticket "Hot Line" phone and sending out all the tickets. Jan Dittmer for being chief go-for and getting all the snacks sold on the train and the people to sell the stuff. Dave Luca for also working late nights

*Continued on page 3*



EK #9 moves onto R&GV RR Museum yard lead from LA&L line.

*Gale Smith photo; scanned by Tony Testa*

### There's An Alco In Your Future!

by Rand Warner

Thanks to Eastman Kodak's Kodak Park Railroad, we now own EKC #9, an Alco first-generation RS-1 diesel road switcher.

This unit is a 120-ton, 1000-hp Alco powered, running locomotive, complete with manuals and even some spare parts.

It is a great addition to our locomotive collection and has already been up and down the line several times under power.

We will be doing paint touch-up and minor mechanical work as time and weather permit.

Thanks to KPRR for this fine donation, to John Redden, our Supt. of Motive Power, for coordination, and to local railroads for logistics support.

Now the water is drained for winter and the unit is out of service --but wait till next Spring -- when we can have a sextuplet (6) header train, or a double header Kodak powered train!!!

More photos and history of EK #9 on page 6.

### The Delivery of EK-9

by J.E. Redden

Our recent acquisition of the EK-9 required some planning for the transportation between Kodak and our Museum. Its home for the last 26 years, the Kodak Park Railroad, serves the sprawling Kodak Park complex in the City of Rochester and the Town of Greece. Of course, our Museum is 15 or 20 miles up the River, in Rush.

The date selected for the move was the seventh of October, which was a Tuesday. It turned out to be a good date for the Kodak Park Railroad, Conrail, and the Livonia, Avon and Lakeville. The Conrail crew arrived at the Ridge Road gate a little early, and were ready to depart by 9:00. The conductor entered the yard office near Ridge Road and received clearance to head South.

They pulled out of Kodak Park at the Ridge Road gate, closed the switch, and headed south. The first leg of the trip was on the former New York Central Belt Line. The speed here was about 15 m.p.h. and was uneventful. After a short while, they reached Ames St. Junction,

*Continued on page 3*

## THANK YOU For FALL FOLIAGE Help

by Janet Dittmer

The Fall Foliage Trips this year generated record income with the sales on the train, as well as the ticket sales.

A special thank you to Val Richards for all her help with the ordering and delivery of the whistles, hats, pins and patches while Duncan was out of town.

The pink hats were a surprise best seller as were the new whistles. If any one has an idea for a logo for the Rochester and Genesee Valley Railroad Museum to be printed onto the whistles, be sure to give Duncan a call. These were a great seller.

### Store Help

Thanks to the following people who helped in the STORE and who helped sell RAFFLE TICKETS:

|                     |                 |                     |
|---------------------|-----------------|---------------------|
| Doug Blackall       | Jack Matsik     | Dave Shields        |
| Dan Cosgrove        | Ted Miller      | Skip Stinson        |
| Hanna East          | Marie Miner     | Shirley Swackhammer |
| Janet Dittmer       | Marie Parmenter | Stan Swackhamer     |
| Charlie Harshbarger | Morgan Propcus  | Bob Welch           |
| Dave Luca           | Norm Shaddick   | Ron Williams        |

### Concession Help

Thanks to the following people who helped in the CONCESSION stand on the Fall Foliage Train Trips:

|                 |                |                 |
|-----------------|----------------|-----------------|
| Karyn Carpenter | Barbara Mosher | Dave Shields    |
| Bobbi Corzine   | Ralph Mosher   | Marge Warner    |
| John Corzine    | Dee Mowers     | Sue Waterstraat |
| Callie Crips    | Barb Propcus   | Carrie Welch    |
| Janet Dittmer   | Elaine Redden  | Kelly Williams  |

## Membership Report

Chris Hauf, Membership Chairman

### Welcome to New Member:

James Saniewski  
124 Clay Ave.  
Rochester, NY 14613  
230-3546

**NOTE:** Dues packages were recently sent to chapters. Thus you should be receiving your request to renew shortly. Consider inviting a friend to join; Chris has newly printed Chapter membership brochures available. Be sure to pick up a couple and distribute.

### Our Sympathy is Extended to

Walter Morey and family in the tragic loss of his grand-daughter in an auto accident.

George Bauerschmidt and family in the recent loss of his mother.

Casimer Krul and family on the recent loss of his wife.

**Address Incorrect** Send address corrections to: Dan Cosgrove, 48 Hillside Dr., Spencerport, NY 14559, or leave message at (716) 352-6931.

## Upcoming Railroad-related Shows:

### Sunday, November 16

*Edgerton Model Railroad Club*  
Edgerton Community Center  
41 Backus St., Rochester, NY 14608  
10:00 AM to 3:00 PM  
Call 865-6067 for information

### Saturday and Sunday, December 13 & 14

*The Great American Train Show*  
Dome Center/Monroe County Fairgrounds  
11:00 AM to 5:00 PM both days

**Rochester Chapter, NRHS will have a display and Chapter Store set up. HELP is needed to staff these shows.** Chris had a very successful table at recent Batavia show. Anyone interested in helping, or know of upcoming shows, please contact Jeremy Tuke at 359-8944.

## The Winner Is ...

### Simon Tadio

This year's winner of the Thomas the Tank engine set with 2 accessory packages is Simon Tadio of Fairport, NY. Simon is 9 years old and rode the train on Oct. 5 with his mother, aunt and 2 cousins. The train set was purchased from The Train Doctor in Alton, NY.

Congratulations, Simon.

## Sat., Nov 22 is Decorate the Depot Day

Janet Dittmer and Dave Luca are preparing to decorate the Depot inside and out for the Holidays on Saturday, November 22 from 1 to 5.

So come join the party. Refreshments will be available, friends will gather, and we should have a great time putting a grand Holiday Greeting face on our prize Museum. *Now, you'll come, you hear!*

## Track Motor Car Operations Update

Sunday, October 26<sup>th</sup> saw the last regular joint museum operation on NRHS/NYMT trackage. Thanks to the tireless efforts of scores of our membership the season was again a success. Between May 18<sup>th</sup> and the end of October over 3,000 people will have toured our museum facility, and enjoyed riding the track car. This included numerous week-day "extra" runs involving various group tours and other events. The "Roemobile", otherwise known as TC-3, was a reliable workhorse for the entire season, up until the clutch gave out during the second last Sunday of operation. TC-2 had recently been put back on the rails following extensive work and was able to help us finish up the season. Thanks to Bob Mader, Norm Shaddick and many others for their impressive work installing a "new" engine in TC-2 and also converting it to all wheel drive. Hopefully the clutch

Continued on page 8

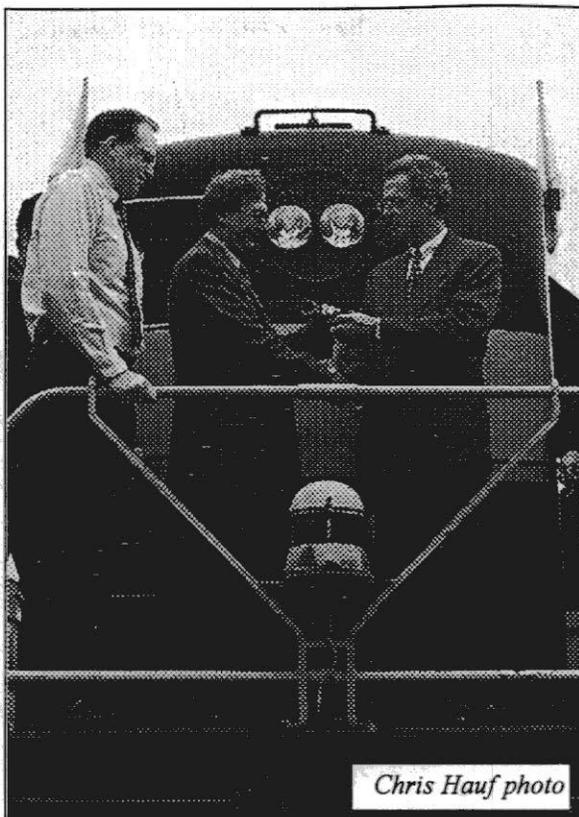
## Delivery of EK-9

(Continued from page 1)

also known as CP373. At this location the Belt Line connects with the Main Line of the former New York Central. The crew requested clearance onto the wye, which was immediately given. After pulling around to a passing track which parallels the main, the crew requested permission for a trip to Chili Junction (CP382). Surprisingly, this was also immediately given. They were on their way West down the Main Line.

This leg of the trip also had a number of Chapter photographers and observers out in force. The movement had "high green" signals all the way from CP373 to CP382. The engineer opened it up out in the Pixley Road area, and he later said that it was going over thirty miles per hour. Since the EK-9 has no speedometer, they had to time the mileposts. The engine made at least one step of transition OK.

Upon arrival at Chili Junction, the engine moved through the interlocking and waited for the switches to be thrown for a movement down the West Shore toward Genesee Junction. After receiving permission from the dispatcher, they headed East and South towards the interchange with the LA&L.



Mr. Andrew Lippa, Director of Community Services at Eastman Kodak Company (right), gives Dave Luca the reverser handle to EK #9 in the dedication ceremony on Oct 14. Mike Byrne looks on.

After a short wait, the crew from the LA&L arrived and inspected the engine. It departed Eastbound toward Mortimer, where the only other train of the day was met. It was a westbound Conrail piggyback train with all empty flatcars. After passing this train, the EK-9 turned south, on the last leg of its journey. The trip to Industry was basically uneventful. There was a delay at Martin Road, while they waited for track work on our museum switch to be completed.

Our sixth engine arrived at approximately 2:30 P.M. on Tuesday the 7<sup>th</sup> of October. We have had the opportunity to run it several times, and are well-satisfied with its performance.

Thank you to the Kodak Park Railroad, Conrail, and The Livonia Avon and Lakeville. All the railroads involved coordinated the move very nicely and gave us very good service.

The trip on the West Shore was also uneventful. As the representative for the Museum, I had some concerns about mechanical problems on its trip, but Steve Walczak of the Kodak Park RR had the engine well-prepared and it performed flawlessly, according to the crew. The engine arrived at Genesee Junction at approximately 10:00 A.M.

## Trip Wrap-Up

(Continued from page 1)

to patch, paint, check out the air conditioning and many other things to get the coaches fit to travel.

Jim East spent lots of time signing up and scheduling the car hosts, parking lot; Janet Dittmer for souvenir car sales people. Steve Huse for interfacing with the cold storage so we could get maximum space in the parking lot. There were others who gave time to help make this a very successful fall. Thanks again, we could not have done it without you.

This fall our profits were higher than in the past 4 years. We sold 5503 tickets this fall. That was 300 more than last year. We were sold out for all but the

noon ride on the first Sunday. We gave away 50 tickets to pay for radio advertising. There were 2 rides a day for 7 days.

There was no rain for the 5 weekends. No one even ran into the locomotive.

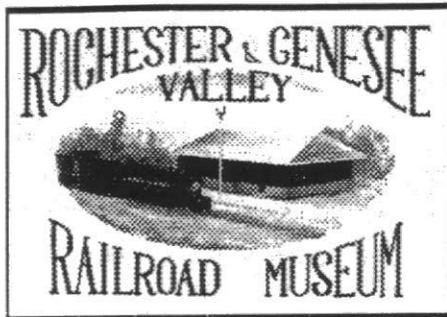
My records show that we first ran on a Santa Train in 1988. In 1989 we ran on the LA&L that summer and OMID that Fall. In 1990 we ran a "railfan special". That covered OMID from Webster to North Rose to Newark. Summer and fall trips were run over OMID and we are still there. Some summer trips were run out of Webster but I can not remember which ones. From 1991 to 1992 we ran summer and fall trips. From 1993 to 1997 we ran only fall trips.

## They Shall Rise From The Ashes -- Again and Again

Bob Mader, assisted by Norm Shaddick, has our track motor car TC #2 back in service with a replacement engine and 2-axle drive for more traction. We have tested it with very heavy loads on our very steepest grade and it works great. Thanks for a very fine piece of work!

And not a moment too soon -- for on a Sunday in mid-October, we suffered a massive clutch failure (actually disintegration) on our ever-faithful TC #3 track motor car. TC #2 is now carrying the load and TC #3 has been torn down for repairs and replacements.

Rand Warner



Rand Warner, Manager, 425-8587

### **Volunteers Make-A-Difference Day**

Kodak provided 8 volunteers for Saturday, October 25th, and in spite of threatening weather, we were able to accomplish a lot working together.

- The interiors of two exhibit cars were cleaned, and the interior lamps and reflectors in our Pine Falls passenger car lounge area were cleaned and polished.
- Book shelves were dismantled and removed from the Depot north waiting room and the baggage room was cleaned out as well.
- The Rochester, Lockport & Buffalo interurban waiting room was scraped, primed and painted.
- Residual switch timbers were cleared from the rehab project.
- The clutch and transmission were removed from our TC-3 motor car.
- Closet interiors on the Penn-Central transfer caboose were painted.

Thanks to Bernie Cubitt, Bob Miner, Chris Hauf, Bob Mader, George Knab, Dan Waterstraat and Rand Warner for project leadership on this effort.

Thanks to Jim Johnson for extra coffee and donuts and safety gear.

Thanks to John Redden and Jeremy Tuke for providing our volunteers with a ride on the Kodak EKC #6 locomotive hauled V.I.P. special train.

And especially our thanks to the fine Kodak people who braved the weather and found our Museum and put in a great day of work for our projects.

Dan Waterstraat made it happen!

### **Land Reclamation Project Completed**

Over 1000 feet of land along the west side of the LA&L RR right-of-way has been reclaimed over the last two years.

This effort entailed over 200 truck loads of excavation, grading, filling, bulldozing, and loading operations -- all using our Chapter's heavy equipment and Chapter volunteer operators.

Thanks to all of you for making several additional acres of land available for our use, and for improving drainage and eliminating snow drift conditions for the LA&L as well.

We are already in the process of re-arranging equipment and skid mounted structures to take advantage of our new acreage.

### **New Building Site Preparation**

Over 100 truck loads of dirt have been excavated and relocated to fill in order to create a large land site for our new restoration building. The fill has been graded with our road graders and rolled with our road roller.

We are creating a level site approximately 300' long x 100' wide to accommodate level tracks into, inside of, and exiting from, our approximately 60' x 130' building.

The layout will permit future expansion of the building as necessary to accommodate work.

Thanks to Joe Scanlon and Co. for direction on this effort, and to our many volunteers who have participated in operation of our shovels, dump trucks, loaders, graders, rollers, cranes, and bulldozers.

We have a large collection of information and literature on several types of building construction and all this input has been reviewed in a series of Building Committee meetings.

We now have several sample bids and are reviewing them and soliciting additional vendors.

### **Containerization to follow palletization**

For the last several years we have had an extensive effort to palletize our supplies of track parts, signal parts, heavy equipment parts and rigging parts. This has been greatly aided by the availability of our outdoor fork lift machines.

Now the Museum is acquiring several army surplus containers for weather-proof storage of some more sensitive supplies and equipment. The first two containers are already on site and are being put to use as this is written.

All of these efforts help us to better organize our supplies for use on our projects, and also help us to have a neater, better appearance Museum for our visiting public. Thanks!

### **One Stop Shopping**

Dick Bean has given our trusty John Deere tractor/mower an engine overhaul, a new muffler and various other parts.

Talk about "one-stop-shopping", Dick picked up the unit and took it home on our trailer, pulled the Kohler engine, disassembled it to determine needed parts, picked up the parts, put it all back together, and delivered it back to our Museum, ready to go!

Thanks for a great job, Dick!

### **One Waiting Room to Go, Please**

George Knab has cleverly built and arranged a steel frame under our Rochester, Lockport & Buffalo interurban waiting room, so that it can be readily relocated as necessary.

The first move will be kitty-corner across the street, adjacent to our turntable (temporarily) so that we can grade, stone, and roll our parking lot.

The next move will probably be to an interim location somewhere to the east of the LA&L, on our lands, and north of Rte 251.

Thanks to George Knab & Co.

## Electrification Program Advances

### Joint NYMT/NRHS Project

One mile of overhead #2-0 wire is on hand ready to put up.

We have bracket arm assemblies for one mile and six are already restored, ready to mount on poles.

Ears and insulators to hang wire are on hand for over a mile.

Guys and anchors are ready for first six poles.

First six poles are up. Twenty more are on hand, more on the way.

Line truck with auger is on hand and has been used to set first six poles.

Bucket truck with lift is in procurement/acquisition now.

Several diesel generator sets are being investigated for tag power and substation power.

Tag unit chassis to support a diesel generator are being investigated.

Wire and switchgear for substation are in acquisition.

Three phase commercial power availability, feasibility and hookup are under discussion and we are talking with contractors and Niagara Mohawk.

Rail bonds, bonding techniques and equipment are under investigation.

Two operable trolleys have been acquired and are on the property.

Two trolley bodies have been recently acquired and one is already on the property: Rochester City Car #437.

Trolley electrical, mechanical and brake equipment is being inspected and catalogued.

Electrical equipment is being assembled for R&E Car #157.

Roof repairs are under way for operable P&W Car #161.

Spaghetti Warehouse Car #409 is now on display to our visitors indoors.

Acquisition of trolley truck sets is being aggressively pursued.

## Industry Lead-in Switch Rehabbed

Over the past six months, we have been working with LA&L RR to identify and provide good relay replacement switch lumbers for our Museum lead in switch. LA&L RR provided missing timbers not available from our supply.

During the first half of October, the LA&L's contractor replaced all the bad timbers and respiked the rails using their production maintenance of way equipment.

The first piece of railroad equipment through the upgraded switch was our new-to-us EK #9 diesel locomotive being delivered light from Kodak Park Railroad.



Contractors replacing switch timbers at the R&GV RR Museum yard lead to LA&L main. Interesting to see this tie puller in operation.

*Gale Smith photo*

The spent timbers have now been cleaned up and the area is ship-shape once again.

Thanks to LA&L RR and our Museum volunteers for a great cooperative accomplishment.

### Christmas Comes Early ...

... for the R&GV RR Museum and especially for Rand Warner. Full details will appear in the next issue. BUT, if your curiosity is up, there is a hint in the form of White's code placed elsewhere in this issue.

**Happy  
Thanksgiving  
to All**



## Construction & Equipment

*by Joe Scanlon, Supt.*

Since last writing, the heavy equipment gang has been busy.

Art Mummery has removed the engine from the lower unit of the Army truck crane to work on it. One of the recently obtained Seneca Army Depot storage containers is going to be set up as "Art's Engine Shop" for engine rebuilds over the winter. Art also has the pony motor operational on the DiFiore Construction Cat 212 grader, and has the Galion three-wheel roller running and working, among others.

George Knab, Dan Waterstraat, Scott Gleason and son are the regular members of the "up on the hill (not over the hill) dirt moving gang" ably assisted by many volunteers including Rand Warner, Bob Mader, Charlie Harshbarger, Joe Scanlon and others.

The Link-Belt Roto-Hoe, donated to the Chapter through the efforts of Scott Gleason and Steve Singley has been getting lots of use, and is a welcome addition to our fleet.

Joe Scanlon's Cat D-2 bulldozer is now working out at the museum, thanks to a lot of hard work by members George Knab and Art Mummery.

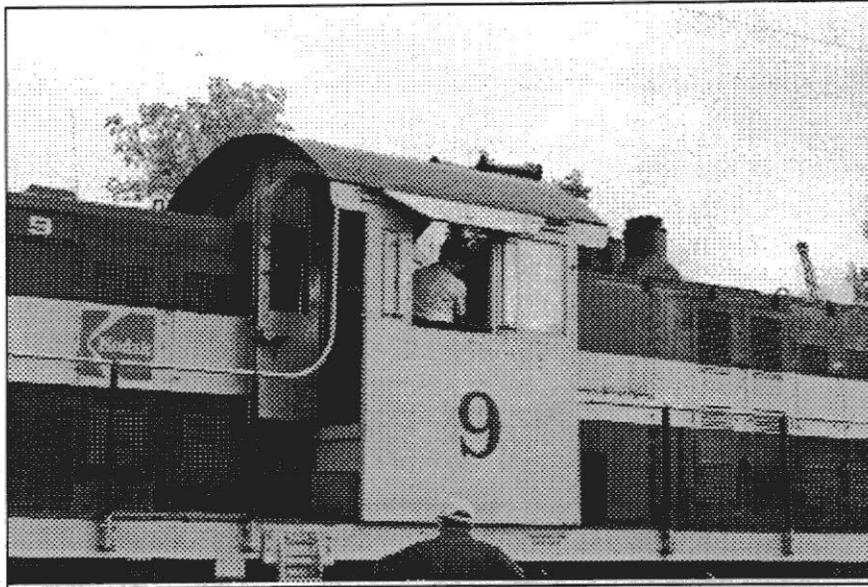
Mr. Wayne Morrison of Scottsville, who has long been a supporter of the museum's preservation efforts, has put an ex-US Army 2.5 ton cargo truck out at the depot on loan for our use. In good running condition the "deuce and a half" is a real workhorse.

*We are very grateful to our many supporters, and with the Thanksgiving Holiday soon approaching we give thanks for the few mentioned accomplishments noted here, along with so many unmentioned kindnesses we receive throughout the year. To all of you, we give our Thanks!*

## A Short History of the EK-9

by John Redden

As most of our members are now aware, Kodak recently donated their locomotive number 9 to our museum collection.



John Redden gently guides our 'new' EK-9 to a stop in the Museum yard on its arrival. *Gale Smith photo*

It is an Alco-GE model RS-1, rated at 1,000 horsepower and weighing 120 tons. The RS-1 model was a pioneering design and is considered by many historians to be the original road-switcher. It is a truly multi-purpose diesel locomotive, being equally able to handle passenger, freight, or yard-switching duties. RS-1s were first produced in the early 1940s and many were "drafted" during WWII for use on Allied railroads overseas. General Motors, Baldwin, and Fairbanks-Morse did not produce a direct competitor to the RS-1 until several years after its introduction.

Our EK-9 was built in 1951 for the Chicago & Western Indiana Railroad as number 260. The C&WI was a shortline based in Chicago which had about a dozen RS-1s on its roster. This railroad's most notable work was that of switching Dearborn Station in Chicago. The station served the Erie Railroad, the Santa Fe, the Wabash, the Grand Trunk, and several smaller roads. So our engine has undoubtedly performed switching chores for such trains as The Erie Limited, The Chief, and The Cannonball. Its original paint scheme was a dark green with yellow trim and lettering. Many Dearborn Terminal photographs from the 1950s and 1960s show C&WI Alco RS-1s just like ours in the background. However, to date, the author has been unable to locate a picture of the 260 in this assignment.

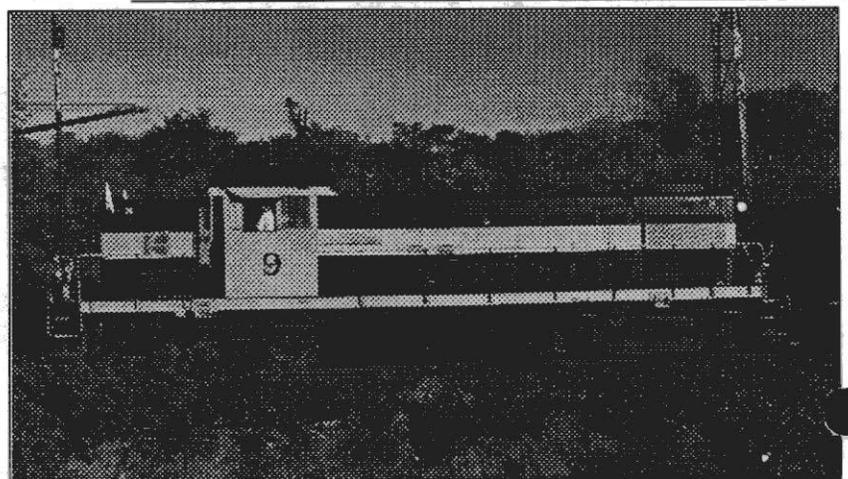
In 1971, the C&WI sold the 260 along with the 262 and they found their way to the Genesee and Wyoming Railroad. The 260 became G&W number 44, and the 262 was used as a parts supply for their

fleet of S-2, S-4, and RS-1 engines, which had many interchangeable components. Genesee and Wyoming quickly sold the 44 to the Kodak Park Railroad in late 1971, and it was re-numbered EK-9. Sister 262 continued to be cannibalized for years at Retsof, and was finally cut up several years ago.

The EK-9 has continued in steady use on the Kodak Park Railroad right into this fall, switching loads of coal for Kodak's own power plants, as well as a variety of raw materials for its manufacturing. In recent years, it served as a backup to its three General Motors yard switchers. It was a reliable pinch-hitter during the times that the other engines were disabled, and it has been popular with the KPRR crews.

The EK-9 still has its original six-cylinder Alco 539 prime mover, which was a sturdy design that was very well liked by the railroads. This engine runs well and the locomotive's major components are in very good shape. The brake system has been updated to the modern 26-C system. It's quite possible that we have the only RS-1 so modified. The short hood still has most of a Vapor steam heat generator, which would have been used to heat the passenger trains at Dearborn station. However, some parts have been discarded, and it is not currently functional. Our volunteers have done cleanup work and minor repairs to the wiring and other components shortly after its arrival.

Thanks to the efforts of Kodak Park Railroad employees Jack MacMullen and Steve Walczak, Eastman Kodak agreed to donate number 9 to our museum. It was delivered on October 7, and was formally donated to us on October 14 by Andy Lippa, who is the Director of Community Services for Kodak. This donation adds to the ever-growing list of equipment that Kodak has given our museum. This includes our first locomotive, EK-6, the tamper, the snow broom, and the tank car. We have been, and continue to be very fortunate to have friends at the Kodak Park Railroad.



EK-9 readily climbs the R&GV RR hill with consist. *Chris Hauf photo*

## The Fleet, Fleeting - a Fleeting Glimpse *By Dan Cosgrove*

Chances are you know nothing of fleets and the term fleeting, so here goes.

The term fleeting refers to the practice in automatic signaling territory of leaving signals cleared so that the signals would automatically cycle through the aspects reflecting the condition of the territory the signals controlled. For example, if a train passed, the signal would drop to red until the train cleared the block the signal protected, after which it would display a yellow over red which is read as proceed preparing to stop at the next signal. When the train cleared the block ahead of the block the signal was protecting, the signal would then go to top green which indicated a clear block.

On the New York Central, most signal towers had their signals set for green and they automatically went through the cycle as the trains passed. The difference was that the dispatcher could call a tower and tell the operator to "Palmyra - hold on 2 and let me know when he hits" and the towerman then would put the signal on track 2 to stop. When the train hit his approach, which was actually the block before the train approached the rear home signal, a light would light on the circuit board on track 2 and a bell would ring continuously until the towerman killed the approach light button, and immediately he would call the dispatcher and say: "Palmyra, on the bell on 2". And the response might well be: "Okay Palmyra, is the man on 1 on the bell?" "Yes, he is." "O'kay, after the man on 1 is by, put the man on 2 over on 4." "Okay." And the operation would go as planned, and once the crossover is made, the operator would restore all his signals to proceed and the signals would again begin their automatic fleeting operation. Now that is fleeting.

The Fleet is quite another thing. The fleet was the concentration of passenger trains that occurred as the various trains criss-crossed the railroad operating from their original terminals destined to their final destinations. Working on the Syracuse Division as I did, we saw a good number of trains on the afternoon and night tricks, as the trains left terminals like New York and Albany at convenient times for the traveling public, many leaving in the early afternoon and evening and arriving at convenient times in Cleveland, Detroit, Chicago and St. Louis. So during the afternoon and evening, trains from far places stopped and went on, some of the trains did not make passenger stops at terminals save to change crews, others

dropped off mail and newspapers, and some trains had additional sections of a particular trains to handle mail and express only.

Depend on it at all times there were trains, but we learned that there were certain traffic patterns that rarely changed. Around ten o'clock in the evening, a stream of east-bound trains started coming out of Buffalo headed for the eastern seaboard. No. 14, a mail train, left Buffalo near 9 PM, closely followed by No. 46, the Interstate Express; No. 44 the New York Express; No. 6 The Fifth Avenue Express; No. 48 the Detroit; No. 28, the New England States in rapid order, then came No's 12, 2, 68, 8, 26 - all solid Pullman trains, with prestigious names: the Pacemaker, Commodore Vanderbilt, The Wolverine, The Southwestern Limited, The Twentieth Century Limited, The Ohio State Limited. These name trains were handled carefully and every move made was closely monitored. In the meantime, the westbounds were hitting Syracuse harder and harder as the night went by. A fleet started forming around 8 PM westbound and this fleet persisted till midnight, when the pace slackened a bit until about 5 AM when the pace went up with a rush that lasted through 7 AM.

Daytime in Syracuse was thought of as really quiet and low key, which in comparison to the rest of the day was probably accurate. But the quiet was broken somewhat by a few trains that came and went. However, in this quiet day, we had 38 and 40 and 90, excellent trains from Chicago and St. Louis, and then of course we had 43 and express 43 and then No. 9 around noon and No's 95 and 96, the Advance Empire State Expresses and then 50 and 51, the Empire State Express each way. No. 35 ran really early in the morning, but following 35 we usually had a mail 35 and newspaper or express 35 and they did a lot of work at Syracuse. In fact if mail 35 was going to be late we had to advise the post office of this as they had to have extra people on hand to handle the train when it did come in.

In these times of numerous trains, we were always notified in advance of what to expect over the holiday seasons. We would get a typed page, usually quite full, advising what trains would have sections, and it was not at all unusual to find that most of the name trains would have second and third sections. Sometimes the dispatchers were told to not run freights on the passenger tracks when the fleet was running, but this was far too arbitrary and the dispatchers fought to have this restriction lifted and it usually was.

Standard practice was to have relief engines place strategically at terminals ready to take over a train that was having trouble with their locomotive. At Syracuse, the engine would come up from the enginehouse, with a hostler crew on it, to SS-48 at Midler Avenue tower, just two miles east of the station, where a lead to the wye allowed the engine to be dispatched headed in whatever direction was called for. If the passenger train blew for an engine at the designated towers, the crew had ample time to get the engine up and ready to couple on when the train arrived. Crews tended not to blow for an engine unless they were really in trouble, so decisions were quickly made once we found out what was wrong.

So, the design for the day went as follows: from 5 AM till 7 AM, much activity westbound, then a slight flurry east, then relatively quiet for most of the day, after all a couple of trains an hour was no exercise. Then a pickup in the afternoon, then a real flurry of business from 7 PM till nearly midnight, then a busy time east and west till mid-morning, and the day was done. As a matter of fact, there was a slightly blurred view of the day as one tended to move in to the other in a rather rapid manner and a busy afternoon would extend to a rather busy evening and night was on you, and it was very busy for a very long time. The relief engine would show up at Midler Avenue early in the evening. If there was no call for the engine, they would drift back down to the enginehouse around 7 in the morning. On busy days, the hostler would give their engine to a train in the station and then would nurse the crippled engine to the enginehouse if it was capable of moving that much. Then they would acquire another relief engine and return to their post unless the morning was coming on and the trains appeared to be holding up well, which was usually the case.

When fleets were considered, some attention had to be made of our fast freight fleet as well. At night, we had eastbound NY-8s, NY-6, SB-2 ('X' indicating a stock train, 'B' for Buffalo), XN-2, JS-2, westbound we had LS-1, NC-1, MC-1, NC-3, MC-7 - I never understood why CC-1 and MC-3 were hot trains, but MC-7 was a fast train yet it was not considered to be a really hot train. Some symbol trains were not hot trains and in fact were drudgery trains. DRS-7 worked everywhere and went everywhere, as it's name tells the story somewhat. 'D' stood for Dewitt yard in Syracuse, 'R' was Rochester and 'S' indicated Suspension Bridge yard just above Niagara Falls.

*(Continued on page 8)*

**The Fleet** (Continued from page 7)

I'll write something about Symbol Freights at a later date but we did have fleets of freight trains as well as passenger.

*Thanks to ...*

**Dave Monte Verde** for info on rolling stock.

**Malcomb McKinnon** for donation of PRR wool blanket for sleeping berth in passenger car.

**Charles Harshbarger** for donation of gasoline fuel.

**Rand Warner** for donation of books, tools, hardware & supplies.

**George Knab** for donation of large metal baskets for warehousing.

**Dick Bean** for donation of grab hooks for lifting timbers.

**Joe Scanlon** for arranging donation of heavy equipment and construction materials.

**Dan Waterstraat** for donation of logging locomotive catalogues.

**Scott Gleason** for coordination offer on volunteer crew to erect trolley overhead wiring.

**Bernie Cubitt** for info and photos on railroad equipment.

**Art Mummery** for donation of tools and supplies.

**Jim Johnson** for donation of tools and supplies.

**Eugene Redden** for rectifier info for trolley power supply.

**Dave Shields** for diesel generator data for trolley power supply.

**Joe Scanlon** for prime movers and power supply information.

**George Knab** for donation of steel girders, steel wheels and rigging.

**Bob Cowan** for donation of pre-lube pump, filters and hoses.

**Ted Strang** of NYMT for info on antique heavy equipment.

**Jim Dierks** of NYMT for coordinating furnishings donation to our new Library facility in Webster.

**Charles Harshbarger** for yet another nice new cabinet to put in our North Baggage room.

**Track Motor Car Operations Update** (Continued from page 2)

problem with TC-3 will not be anything serious.

Approximately thirty five members gave of their time as track car operators and worked to make the 25 Sundays possible for operations. In addition there were over thirty weekday group events at the museum. As anyone who has visited the museum will attest, the track car ride is clearly the highlight for many of our museum patrons, especially the children, and is a vital part of our joint operation. Thanks go out to all who made the season such a success! Thanks go out also to all of the NYMT volunteers who tirelessly staffed the Museum, and those members who handled track car operations for TC-1, especially for the weekday group tours.

As the season winds to a close from the museum operation standpoint, the maintenance and upgrading activities are just getting underway, and those involved are already looking towards the 1998 season. TC-2 will be needing a fresh coat of paint in addition to additional mechanical work prior to next year, and

the NRHS trailer car will also need fresh painting. Please consider helping out at the Depot on Saturdays this fall and winter in getting our track cars ready for next year's certain to be busy season. Weather-permitting there is also plenty of trackwork to be done to ensure continued safe operations.

Announcements concerning next year's training and qualifying sessions will appear in following issues of the Semaphore, and anyone interested in becoming involved is welcome to contact me in the meantime. There were a number of folks who went through training this year who did not get qualified or operate on Sundays, and others who expressed interest. We look forward to your participation in the 1998 season. As Track Car "superintendent," I would like to thank everyone who participated and without whose tireless dedication the season would not have been possible. We are all looking forward to next season, and I hope to be able to work with all of you again.

**Wanted**

- Small, operable skid steer bucket loader, e.g. Bobcat.
- Diesel generator set, 100-200 kw for tag power unit for trolley.
- Diesel generator set 200-300 kw for trolley power substation.
- Cantilever car jacks for work on passenger cars.
- Low profile aluminum track jacks for ballasting work.

Here is an interesting tidbit. The nation's oldest regulatory agency, Interstate Commerce Commission went out of business on New Year's Eve in 1995, and it was replaced by the Surface Transportation Board (STB) within the Department of Transportation. Its first action in 1996 was granting trackage rights for Livonia, Avon & Lakeville to serve the Rochester area. [*Trains Magazine*, Dec. 1997, pg. 36]

**Charlie Robinson** was the "Volunteer Spotlight" selection in NYMT's Summer issue of *Headend*. Charlie is a devoted traction fan, with an extensive model HO traction layout, fed with live overhead, in his basement.

At NYMT, he has taken under his wing the restoration of Northern Texas Traction interurban parlor car 409 (rescued from the former Spaghetti Warehouse).

With degree in electrical engineering from MIT Charlie will be a valued asset in current objectives of both museums.

The *Empire State Express*, newsletter of the Niagara Frontier Chapter, has been featuring articles on historic area stations. Sounds like a good historical objective for us. Any takers among local members? For example, the three NYC stations in Rochester, maybe with floor or site plans?

\* \* \* \* \*

Our neighbors in Buffalo will be 'training' to Toronto on Sat., Dec 6 for shopping.

# NRHS NEWS

(Mostly from October 1997 issue)

**Dr. Raymond A. Wood**, immediate past president of National Railway Historical Society, died in September at age 72. Dr. Wood served as NRHS President from November 1987 to November 1994.

## Railroad Merit Badge

Coastal Plain, and Ulster and Delaware chapters are actively participating in Boys Scouts Railroad Merit Badge programs. In addition, this program had a major impact at the recent National Jamboree in Virginia. Of the 31,000 Scouts attending, 1,530 Scouts (a record number) earned the badge during the Jamboree, and more than 1,000 will be able to finish the badge requirements at their home troops.

Three and a half hours are required to complete the requirements which covers many facets of prototype railroading and also model railroading. BNSF, Amtrak and Operation Lifesaver were among the four-dozen prototype, corporate and hobby sponsors for this year.

Also to interest our 'young folk', the Central NY Chapter is developing a teenagers program.

## Rail Camp at Steamtown?

Several years ago, Jim Phillips, Coastal Plain Region VP, proposed a "rail camp". The concept was discussed at a recent regional vice presidents' meeting, and Larry Eastwood, National Sr. VP, has issued a letter requesting input. He and Bruce Hodges have contacted Steamtown National Historic Site and the University of Scranton to operate a pilot/test railcamp in July of 1998.

Proposed "Curriculum": classroom and hand-on experience and training directed towards restoration, as well as railroad operations.

Cost is projected at \$300-\$500 including dormitory lodging and meals. Proposed class size is 20 to 40 teenagers in grades 9-12.

Contact: Railcamp, NRHS, PO Box 58547, Philadelphia, PA 19102-8547.

## Dues Kits

National NRHS states that the 1998 Dues Kits should shortly be in the hands of chapter membership chairpersons. Thus, you will should be receiving your 'invitation' to renew both National and Rochester Chapter memberships very soon, if not already.

And while you are holding your request in our hand, how about inviting a friend to join? Chris has new membership brochures available to pass on.

## Articles wanted for Bulletin

Editor Frank Tatnall is in need of articles of railway history subjects for future issues of the *Bulletin*. So local writing talent -- arise!

## Here & There

(Excerpts from other newsletters)

The **Washington DC Chapter, NRHS** was to host a three day, two night tour to Pittsburgh featuring their 1930's Pullman, *Dover Harbor* on October 24. [*The Hagerstown Roundhouse Newsletter*, Sept. 1997]

\*\*\*\*\*

**Large RR Collection being sold:** John J. White, an appraiser and historian, is in charge of selling Mr. Pratt's \$105,000 valued railroad collection. This is not a bid, but priced sale. A catalog is available for SASE with 55 cents postage from John White, 1616 17 Street Suite 267, Denver, CO 80202 Phone: 303-628-5590. [Enclosure with *Intermountain News*]

\*\*\*\*\*

"Trains Unlimited" comprises of 13 episodes, each a hour long, detailing various aspects of railroading history. The shows were to have started in September on the History Channel, scheduled for Monday nights at 10 P.M. Eastern time. [*Model Railroader*, Dec. 1997, pg. 152.]

\*\*\*\*\*

*Leaky Valley*, newsletter of the Cornell Railroad Historical Society had reviews of Mary Hamilton-Dann's new book and also listed our Fall Foliage trips. [*Leaky Valley*, October 1997]

## No More Marlboro Train

Old news by now, when Philip Morris sold for scrap its \$50 million super luxury train to Rader Railcar of Denver. This firm was the original builder, then was 'fired' for sundry reasons. Now this firm is cutting up the cars, salvaging useful components.

\*\*\*\*\*

UP is said to be offering surplus SP executive-train cars for sale, including 106 (*Oregon*) rebuilt from Pullman sleeper-lounge-observation *Central Plains* [Trains online via *The Lake Shore Timetable*, July 1997]

\*\*\*\*\*

The city of Cincinnati developed plans to build a Paul Brown Stadium complex near the present Cinergy Field (former Riverfront Stadium). Overlooked was a seldom used railline that Norfolk Southern had agreed with the city to abandon two years ago.

However Indiana & Ohio, a RailTex Corp., bought from Canadian National the former Detroit, Toledo & Ironton along with trackage rights to this line.

Negotiations are underway. [*The Lake Shore Timetable*, October 1997]

\*\*\*\*\*

BC Rail's 11 RDC's are to disappear by May 1998 as they are sold off. [*The Sandhouse*, via *The Turnout*, Oct. 1997]

**Editor:** Wouldn't be nice to have an RDC? 1) Run Spring and Summer trips on LA&L to Livonia's park; 2) Connect Webster to Sodus to transport passengers for Fall Foliage trips (for extra fare, of course).



## Editor's Corner

Thanks to this issue's contributors: Rand Warner, John Redden, Janet Dittmer, Chris Hauf, Jeremy Tuke, Bob Miner, Dan Cosgrove, Joe Scanlon.

Waiting in the 'wings' are several of William Heron's reviews.

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- Recording Secretary: Jeremy Tuke
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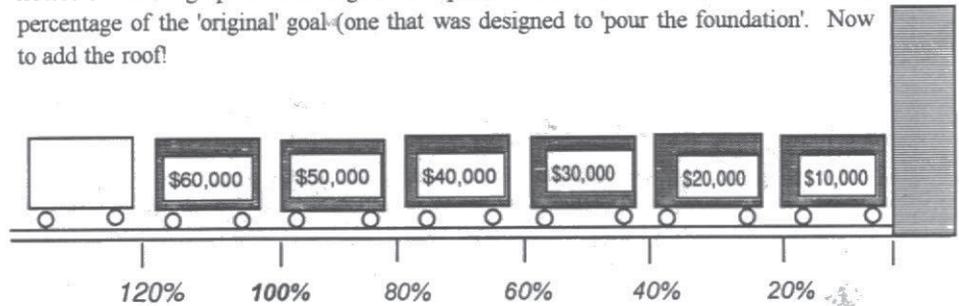
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Contributions to *The Semaphore* are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: First Day of Each Month**

**The status of our Restoration Building Fund. *The engine is in the 'engine house'!*** This graphic is changed to represent the amount in the "Fund" as a percentage of the 'original' goal-(one that was designed to 'pour the foundation'. Now to add the roof!



**The Semaphore**

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