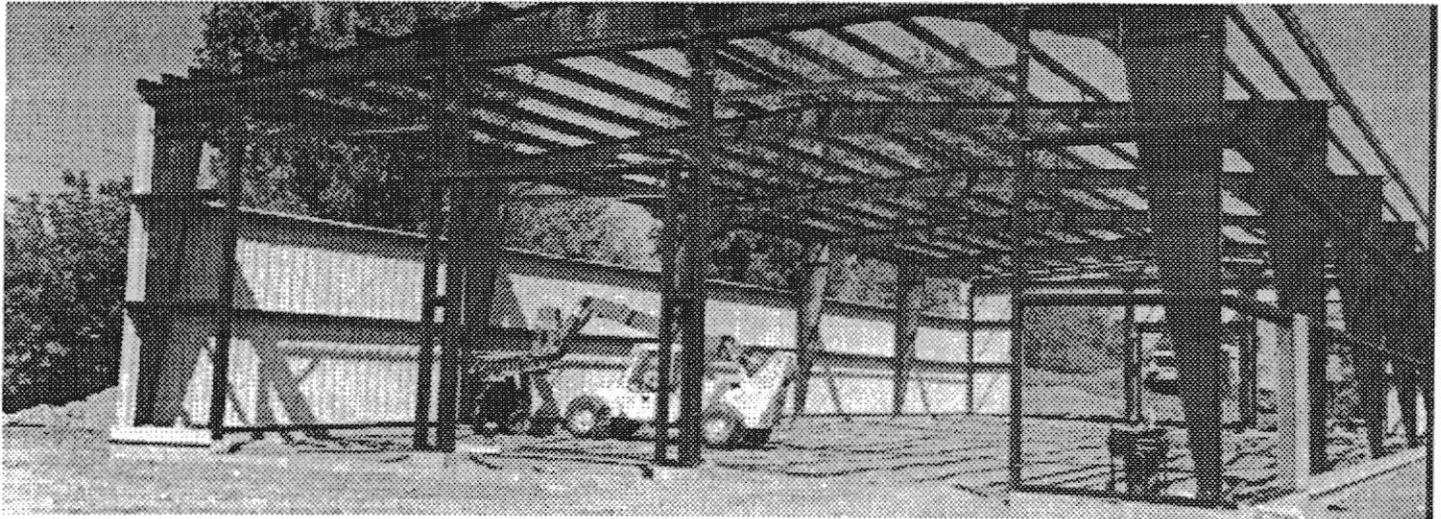




The Semaphore

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

October 1998
Volume 41, No. 2



Up She Goes !

First, the framing (*Don Shilling photo*)

Then the roof and siding. Now for the 6 doors and trackage (*Chris Hauf photo*)

Program for October 15.

China Steam - Alive in 1997 & 1998

by

Ron Amberger

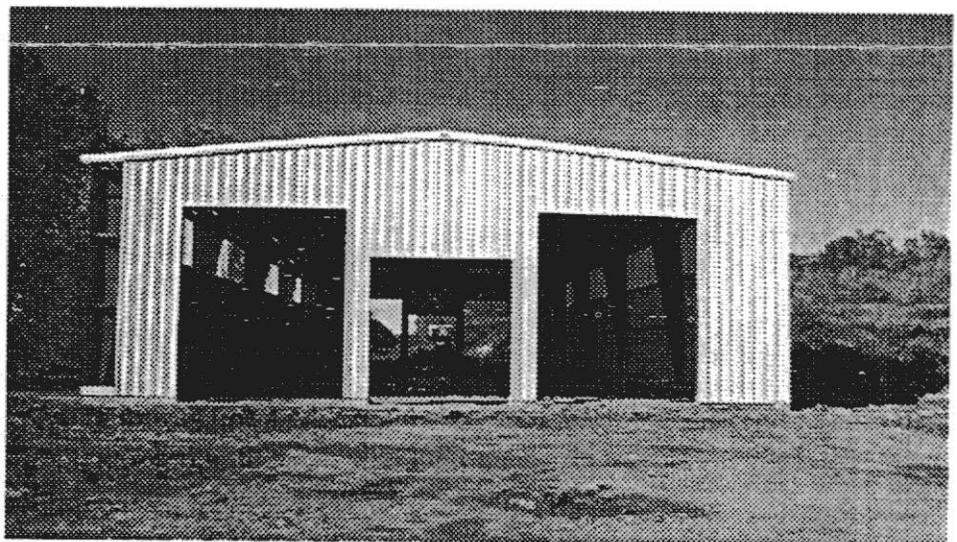
Ron Amberger took two trips to China in 1997 and 1998 where he video-taped, in color and sound, three of China's railroads. Both summer and winter scenes will be shown.

- 1) Cheng De, more commonly known as Jing Peng Paff, is one.
- 2) The Inter Mongolia Provincial Railway This railroad is only five years old and is 100% steam! Passenger train running 900 kilometers.
- 3) An Shan Steel Works Railway will be the third one featured.

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.



New Restoration Building

Project Engr: Joe Scanlon

Progress: The building is up and essentially completed. Our contractor, FAST TRAK, is on schedule, and we are pleased with results to date. Only a few cleanup items remain open. Framing is complete, roof insulation is complete, outer skin is on, roof is on and translucent panels are in.

We are now taking bids for the six doors to be installed ASAP so that the building can be secured.

George Knab, Dan Waterstraat, Scott Gleason, Charles Harshbarger & Co. have installed drains for the gutter downspouts.

Joe Scanlon is grading the interior of the building and George Knab is grading the exterior of the building.

Plans: Complete interior and exterior grading and preparations for trackwork.

Receive bids for coil up doors, select contractor, and install doors.

Secure the building for use.

Install at least temporary tracks to permit working in the building on projects during the winter.

Arrange for interim power and heat for working inside.

RW

Library Report

by Charles Robinson, Chairman

The library held an open house on Saturday afternoon September 26. A few people came. The open house did accomplish one thing, the library received a much needed cleaning, disposal of unwanted items and rearranging for appearances. Members Teresa Kellet, Steve Oagley and John Stewart as well as myself attended the open house. Time was not wasted as we continued putting permanent spine labels on the books during the afternoon.

Improvements continue at the library. Gale Smith has sanded and subsequently sealed the front door area upgrading the appearance of the building. Dave Luca has obtained much needed small conference table and two letter size file cabinets from Xerox surplus. Plans are underway by Chris Hauf to have installed a copier at the library. This will be an outstanding contribution to the library for those doing historical research but more importantly it will be used to print *The Semaphore* and other materials needed by the Chapter. Dave Luca and Bob Miner installed one of the old beauty parlor full length mirrors on the back of the rest room door as a convenience to members. They also removed the surplus mirrors that were once part of the parlor. (see below)

As always we are grateful for the donation of time, patience and effort on Monday nights by Teresa Kellet, Steve Oagley, Gale Smith and John Stewart to continue putting spine labels and checking computer entries for our books. The current computer count is over 700 books. Also Don Shilling has contributed to improvements in the interior appearance and arrangement of the library.

1999 Chapter Calendar Coming

At the recent Board of Trustees meeting, it was voted to print a limited number 1999 Chapter calendars featuring local railroad scenes.

They will not be available for sale until later in October. A number of them will be issued in a special fund raising campaign, which will be announced in the next month's *The Semaphore*.

FREE !!!

Two plate glass mirrors, originally used in beauty parlor: 32" x 36" and 33" x 51". Contact Bob Miner for pickup; 671-3589.

Labor Day Storm

Our Museum escaped the destructive forces of this storm that did much damage in Monroe and surrounding counties.

The Ontario Midland Railroad had to remove about 80 down trees from their tracks north of Newark. Riders on our Fall Foliage Excursion can still view some of the damage: down trees or broken limbs and flatten corn fields.

This editor found no mention of how local railroads managed in local papers. However, the Bridge Line Historical Society's *Bulletin* carried the following:

"Violent Labor Day Storm Hits Central NY"

"Conrail's Chicago Line was hard hit by heavy winds and thunderstorms (very likely a tornado was involved) shortly after midnight on Labor Day. The first place to get hit was CP 393, 23 miles from Rochester, where all power to the signals and switches was lost during an area-wide outage. About 1 a.m., the signals and switches at all the interlockings between CP 296 (Bell Isle - just west of the Syracuse State Fairgrounds) and CP 323 (Savannah) were disabled. Train BUSY-6 hit a tree blown onto the tracks at MP 344 (just west of Newark); this, along with the interlockings having been knocked out, resulted in a decision to hold trains until the tracks could be patrolled and the signal system partially restored. Due to the storm hitting at high intensity, with little warning, and during a holiday when most of the track and signal department personnel were off duty, it took a while to recruit a team to respond to the call of restoring the signals and clearing the right-of-way. The westbound *Lake Shore Limited* was held at Savannah from 2:35 a.m. until 10:25 a.m., and eight following westbounds were held between CP 296 and CP 215 (Little Falls). Some Amtrak trains to/from Niagara Falls were annulled, the equipment being combined with trains operating later in the day.

"A state of emergency was declared in Syracuse, where three people in the vicinity of and in the State Fairgrounds were killed and many buildings damaged. Emergency generators were pressed into service at Dewitt yard to provide standby power for communications and interlockings. Dedicated MofW and C&S employees worked long hours to repair the damage that the storm had inflicted upon the railroad." (Source: BLHS *Bulletin*, Oct. 1998, pg 17).

Membership Report

by Christopher Hauf, Chairman

Renewals

Alfred H. Rollins
222 Washington St.
Watertown, NY 13601-3301
(315) 788-9032

Frank Shepard
88 Karen Lee Dr.
Rochester, NY 14618

New members voted in this month

William J. Brorein, Jr.
476 Mendon-Ionia Rd.
Honeoye Falls, NY 14472
(716) 461-9600

Robert W. Emerson
P.O. Box 6344
Boston, MA 02114
(617) 247-8558
Interests: Trips/Museum ops/Publications/
Historical research

Raymond and Roseann Mayo
6 Mohawk Ave.
Geneseo, NY 14454
(716) 243-4322
Interests: Trips/Publications/Historical
research

Harvery and Carol Simmons
2374 Rush-Mendon Rd.
Honeoye Falls, NY 14477
(716) 533-2151
Transfer from Utica-Mohawk Chapter

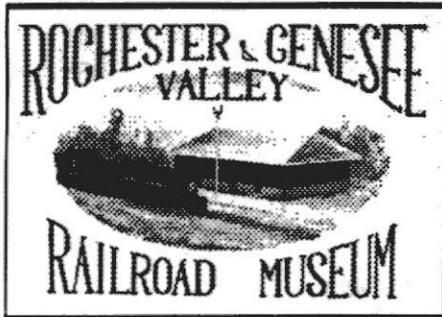
Darren H. Baun
48 Branford Rd.
Rochester, NY 14618
(716) 256-1509
Interests: Library/Publications/Experience
in masonry work

Thomas D. Forsyth
81 Indian Spring La.
Rochester, NY 14618
(716) 442-0125
Interests: Tour guiding/Trips/Museum Ops

Jan & Pat Davidson
394 Basket Rd.
Webster, NY 14580
(716) 265-1593
Interests: Trips

1998 Year to Date

Regular: 235; Local: 9; Family: 44
Total: 288



Rand Warner, Manager, 425-8587

General

What an extremely busy and productive year this has been – measured by progress, projects, tours, visitors, contracts, contractors, grants, acquisitions, restorations, upgrades, rehabs, “put-in-service”, etc. – you name it!

We have all been going flat out and more: days, evenings, weekends and more.

Thanks for all the great outpouring of effort, commitment and dedication. The results speak for themselves.

Train Operation

Supt. John Redden

Progress:

Special operations for the summer chapter meetings at the Museum and the annual Chapter Picnic at the Museum have been completed. The summer operations were reported on in an earlier *Semaphore*. The September picnic featured track car shuttles, diesel hauled trains with MU car, and special runs of Trolley #60 hauled by our operational Trackmobile.

Considerable effort is being expended to relocate motive power and rolling stock for winter storage, new displays, and new track construction at restoration barn – all in spite of several handicaps due to trackwork limitations.

Plans:

Continue development and implementation of training plans.

Continue expansion of Operation Life-saver activities and participation.

Continue safety inspections, monitoring, and recommendations for corrective action.

Visitor Operations

Visitor Operations are discussed on Page 7.

Track & Right-of-way

Acting Supt. Rand Warner

Progress:

Our contractor, C&G Surfacing, has rehabbed our main line from RGVRM to NYMT: regulating 500 tons of new ballast, and taking out all the kinks, misalignments, out-of-level, reverse super elevation, dips, and bumps, etc.

The result is a quantum leap in the quality of our track; providing a smoother ride for our visitors, less wear and tear on our equipment, and a stronger track structure more resistant to deterioration.

This effort was made possible through NRHS, NYMT, and our joint enterprise each contributing \$2,000 to the project.

In addition NRHS has raised \$750 and NYMT has authorized \$500 for additional stone to ballast remaining yard and loading racks, and new tracks into new restoration barn. Thanks for all your strong support !!

Plans:

Continue rehab of our main line – respiking ties, re-squaring ties, and replacing ties disturbed in realignment.

Rehab visitor loading track to NYMT loading platform.

Rehab south leg of NYMT loop for improved interim car storage.

Relocate RGVRM yard tracks from Switch #6 into new restoration barn, including relocation of Switch #7.

Rehab/relocate Switch #6 at top of hill.

Ballast Buddies

Over \$750 has been raised in September for additional ballast for surfacing our yard tracks at RGVRM and for new ballast for our new trackage into the new restoration barn. Thanks to:

- | | |
|-----------------|------------------|
| Jim Johnson | Bob Mader |
| Bernie Cubitt | Dale Hartnett |
| Jeremy Tuke | Dick Luchterhand |
| George Knab | Bill Chapin |
| Rand Warner | Don Shilling |
| Norm Shaddick | Bob McKnight |
| Dan Cosgrove | John Redden |
| Scott Gleason | Dave Luca |
| Dan Waterstraat | Jan Dittmer |
| Dee Mowers | Mike Dow |

Thanks for all your enthusiasm and support as we see our track really taking shape.

Create new tracks inside, beside, and south of new restoration barn.

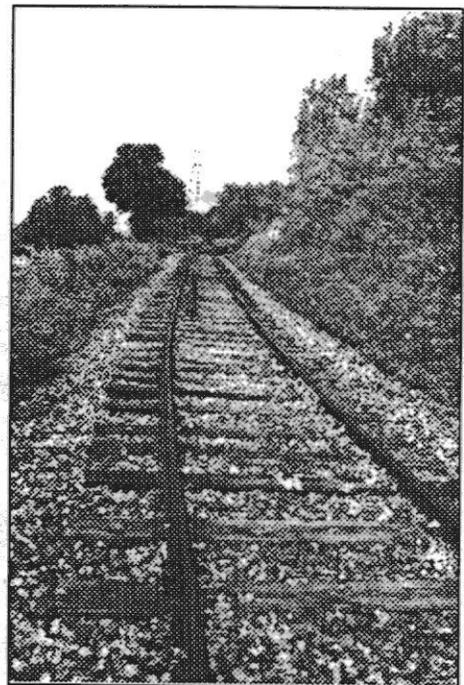
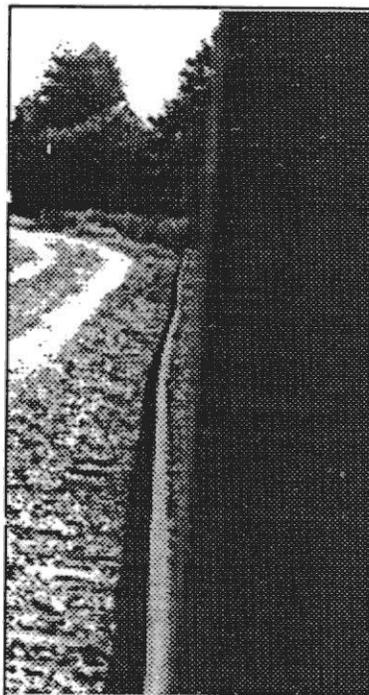
Continue rehab of switch timbers at four NYMT switch locations.

Rehab embankment at washout near Switch #5 to permit passage of locomotives.

Begin production of panel tracks.

Before (left photo): Note the ‘waves’ in this rail. (Searched through hundreds of photos, but could not find one at the same location or showing both rails. But you should get the ‘picture’!

After (right photo): Shows smooth tracks without any ‘waves’!



Maintenance-of-way Equipment

Supt. Norm Shaddick

Progress:

Bob Mader, Bob Miner and Norm Shaddick are keeping our track car fleet operational for passenger and MOW service.

Bob Mader, Norm Shaddick and Rand Warner are working on hydraulics for the tie inserter.

George Knab continues to make improvements to our Hi-Rail boom/dump truck and has put a lot of miles (and tons) on it this past month.

Norm Shaddick has miked up all our track car wheels with the Fairmont wheel wear gage.

Plans:

Replace broken hose on tie extractor and put back into use.

Reverse broom motor on Kershaw snow brush so we can regulate ballast.

Correlate NYMT track car wheel wear measurements with our RGVRM track car wheel wear data and gage.

Investigate additional track motor and trailer car operations.

Buildings & Grounds

Supt. Dave Luca

Progress:

Drainage plan options are being investigated by Joe Scanlon, Dave Luca and George Knab

Dee Mowers has arranged for donation of a wood Rochester & Eastern Rapid Railway waiting room station. This will add more ambience/atmosphere to our visitor experience in general and our trolley program in particular

Beautification of areas adjacent to Depot, parking lots and track right-of-ways has continued by Dave Luca and Jan Dittmer, Chris Hauf, Neil Bellenger, Bill Chapin and others.

Plans:

Determine winter location site for RL&B waiting room station.

Prepare R&E waiting room station for relocation and specify off loading site where rehab work can continue.

Continue restoration of NYC RR crossing watchman's shanty per restoration plan already developed.

Remove damaged wooden loading platforms at Depot and replace with crushed stone.

Motive Power

Supt. John Redden

Progress:

LV #211 has been relocated to the freight train display at NYMT, where it is near electricity and water.

EKC #9 has its water pump back in place and is ready for operation except for an obstruction in the exhaust vent.

RG&E #1941 will be relocated to the restoration barn area for needed brake system work.

EKC #6 is operational and in use.

The blue Trackmobile is operational and in constant use across our washout area. It has really saved us!

Army #1843 is operational and in use. Norm Shaddick and Dick Holbert used our transfer pump to refuel it recently from EKC #9 — "Cow and Calf".

NKP #79 is operational and in use.

Steam Loco #12 is ready for cab removal and will be relocated to new restoration barn area for further work.

Plans:

After necessary trackwork is completed at washout area near Switch #5, we will relocate NKP #79, EKC #9, Army #1843 and EKC #6 to RGVRM yards for winter storage close to water and electricity.

Rehab brake systems on RG&E loco #1941. Procure new battery set.

Mix and match parts between Trackmobiles to get one more fully operational unit.

Prepare diesel locos for winter storage and/or winter operation.

Remove cab and boiler jacket on Steam Loco #12.

Engineering Department

Supt. Jim Johnson

John Weber is updating and redistributing copies of our site maps showing location of new restoration barn, and new tracks into and out of barn, so that everyone is working to the same plan.

Jim Johnson has arranged donation of a 1000amp dc clip-on ammeter, just in time for our upcoming trolley tests at the end of October. It will also be useful with our new trolley substation and also for diesel-electric and gas-electric locomotive or doodlebug testing.

We are still looking for originals or copies of old area maps showing railroad and trolley lines.

Painting, Painting, Painting

So far this season we have repainted the following equipment:

Railroad Equipment:

Erie Stillwell coach (Chris Hauf, Chuck Whalen)

B&O Bay Window caboose (John Redden, Gene Redden)

Erie caboose running gear (Chris Hauf)

DL&W Baggage running gear (Chris Hauf)

Railroad Buildings:

RL&B waiting room (Bernie Cubitt & Co.)

NYC Watchman Shanty (Dave Luca & Co.)

Construction Equipment:

Diesel Air Compressor (Lynn Heintz & Batavia High School students)

Trojan Loader (Dan Waterstraat)

Cat D-2 Dozer, Galion Chief Roller and Cat 212 Grader (Contractors under Joe Scanlon)

Now if we could only paint during the remaining good weather:

B&O tool car roof

Pine Falls roof and fix leaks

MU Car roof and fix leaks

P&H 35-ton crane

Bucyrus Erie 22-B backhoe.

Communications, Signals, Power and Line Crew

Supt. Neil Bellenger

Progress:

Art Mummery and Bob Mader are rehabbing the 50kw/200v/single phase, Onan gas powered generator for support to our new restoration barn.

Rand Warner and Art Mummery have inspected a diesel generator set for use on our trolley line project.

Work is continuing on our signal system relay boxes and wiring in the vicinity of Switch #6 led by Mike Dow, Jim Johnson & Co.

Dick Holbert has come up with a new transportable two-way radio set for our blue Trackmobile.

Plans:

Set up temporary power for the new restoration building.

Repair bond wires broken during track rehab project, after all ballast regulating is completed.

Develop a portable diesel generator substation to support initial trolley testing and later trolley operations.

Passenger Equipment

Supt. Bob Miner

Progress: Chris Hauf has painted and Chuck Whalen has primed the Erie Stillwell coach so it was painted in time for the picnic. What a wonderful improvement! Now they are prepping and painting the trucks.

The excursion train set of ex-NYC *Empire State Express* cars has been prepped for the fall schedule of trips under the direction of Bob Miner and Dave Luca. Efforts included brake work, truck work, body work, window work, electrical, painting and cleaning.

Plans: Complete painting in black of trucks on Erie Stillwell coach and DL&W baggage car.

Trap roof of MU car or move car into new barn for roof work over winter.

Continue to investigate and repair roof leaks on *Pine Falls*, Erie Stillwell, MU car and Pennsy RPO.

Freight Equipment

Supt. Chris Hauf

Progress: Our Pennsy N5c caboose arrived by LA&L RR special delivery Sunday afternoon, 27 September, and was set in place in our RGVRM yard by our trusty Trackmobile - another first. Thanks to Chris Hauf for making this one happen, and to John Redden for coordination on delivery. Dave Luca and Jan Dittner have already rough painted it.

John Redden's B&O bay window caboose is sand blasted and primed on the west side and John has it in final prep for the top coat. That will make the entire exterior final painted in authentic colors.

The MDT steel reefer has been relocated to NYMT as part of the freight train display, and also to permit visitors to see the inside which has an extensive display by Chris Hauf.

Plans: Move BR&P wood caboose and FGEX wood reefer to new restoration barn area for winter rehab work.

Leave Pennsy hopper, Kodak tank car, and Erie Milk car at NYMT over the winter as part of display freight train.

Locate B&O bay window, PC transfer and PRR N5c steel cabooses at RGVRM yard area for work projects over the winter.

Anticipate delivery of fallen flag tank car.

Continue pursuit of box car, flat car and gondola car.

Continue pursuit of set(s) of friction bearing or roller bearing freight trucks.



More Freight Info

by Chris Hauf

On Sunday September 27, our PRR N5c cabin car (caboose for non-PRR fans) arrived at the R&GV RR Museum. The caboose traveled from Pocopson, PA to our museum on its own feet (it has roller bearing trucks) via the Delaware Valley RR, Conrail, and LA&L. The car needs restoration, but overall is in excellent physical and mechanical condition. It was the 3rd of this class of caboose built and is the oldest one in existence. Thanks to Dave Luca and Janet Dittner for preparing the car for shipment and for handling the paperwork and to John Redden for coordinating its arrival. If anyone is interested in working on this caboose, please email Chris Hauf at crhauf@frontier-net.net or call him at 381-8583.

Dale Hartnett has continued his restoration work on the ends of our NYC caboose and has done a great job cleaning up the various metal parts and has found some very interesting casting marks including those from the LS&MS. He has applied some new primer to the clean metal parts and is working on solutions for some of the wood on the ends. Keep up the good work Dale.

RR Collection Auction: Oct. 10

Today's mail contained a flyer from Harris Wilcox, Auctioneers announcing this sale of HO & G gauge trains **PLUS** many items dear to the hearts of those who collect railroadiana — and may be desirable for our museum.

Just arrived! Former PRR N5c caboose, recently acquired by the Chapter, arrived at the R&GV RR yard on Sept. 27. Read the details in the two "Freight" columns.

(Chris Hauf photo)

Bernie Cubitt has also affixed new wood steps on the caboose. Thanks Bernie!

Our MDT 14053 reefer car display will again be open to the public for the remainder of the good weather season now that the car has been moved up next to the NYMT. We are continuing to build the display inside and continue to look for photos of the East Rochester Car shops, icing facilities around Rochester or in general, and any MDT photos or paperwork. If you have something to help improve our display, please contact Chris Hauf (crhauf@frontier-net.net or 381-8583). All photos/paperwork will be duplicated and properly credited to the owner and all originals will be returned.

We also hope soon to move our other East Rochester built MDT reefer from Buffalo some time maybe later this fall. We are still looking for sponsors to defray the cost of the move. Can you help us? Stay tuned!

The location of the sale is at "The Farm" on Rt. 19, just north of Warsaw, NY. The time: 11:00 AM on Saturday, October 10.

Call 716-494-1880 (Bergen) for more information.

Construction and Equipment

by Joe Scanlon

Wow, what a summer it's been! The accomplishments we've achieved this year will be hard to match in succeeding years!

Excavated material from a nearby project was placed along the West side of our parking lot and equipment storage yard, giving us significantly more storage area in both places. The dirt came in so quickly that we had to borrow a bulldozer from Mr. Dick Ash of the C.P. Ward Co., Inc. in order to keep up with the pace.

Two (2) significant acquisitions have come our way this summer. Mr. Jerry Horton of East River Road donated a Ford F-700 cab and chassis to the Chapter. In good running condition, this truck is already set up with the hydraulics for a tilt bed - all we have to find is the flat bed body itself and we're in business. Think of the possibilities this will open up to us!

Our second acquisition is a BIG Pettibone four wheel drive, four wheel steer high lift. Donated by Mr. Bill Farmer of Lancet Arch, Inc., this machine will prove very helpful for our heavy lifting assignments.

We have also sand blasted and painted three pieces of heavy equipment so far this season the Ace Paving Co. Galion 3-wheel roller, the DiFiore Construction CAT 212 grader and Joe Scanlon's CAT D2 bulldozer. All three machines have been well used on our various excavating projects around the Museum, and now they look like brand new!

Up on the hill, the building pad grading was completed right on schedule and turned over to Fast Track Construction Co. to begin the 25th Anniversary Restoration Building as of August 1, 1998. Since the Chapter had agreed to excavate and backfill the foundation, LaBarbara Excavating was hired and the entire building foundation was excavated in one day! This set the pace for Fast Track to pour the concrete, build the piers and lay the block for the continuous footers. After Fast Track finished the masonry, another curve ball was thrown at us - the flood came! Torrential rains hit the job site again, and the footer trench became a canal system! Once again the C.P. Ward Co. came to our rescue by delivering a high capacity air pump to the site. The footers were then dewatered using our Hudson Steel Ingersoll-Rand air compressor to power the pump. Fast Track completed the masonry and we were given the weekend of August 22 and 23 to backfill the foundation, because the building was scheduled to be delivered the week of August 24, 1998! Fast Track Construction was indeed living up to their

name! But our Chapter was up to the challenge of backfilling 400 feet of foundation over a weekend. Vince LaBarbara of LaBarbara Excavating showed up with his John Deere tractor backhoe at 8:00 AM Saturday and went to work. Literally dozens of Chapter members came out and manned the rakes, shovels and tampers to put in the continuous footer drain and level and compact the backfill. By 3:00 PM on Sunday the backfill was complete! Now the rest is up to Fast Track Construction!

As if this wasn't enough excitement for one summer, the Chapter has also accepted the donation of a complete 60'x100'x12' high (slightly used) metal building package, in about 100 dismantled pieces. So chapter members took our Ford fork lift to the site and loaded all the parts and pieces on various chapter trailers and hauled them to the depot for storage. Hudson Steel Co. donated the use of a tractor trailer to haul the large structural beams to the depot, where everything is now stored.

Wow, what a summer! Our sincere thanks to those companies who have come to our aid: Dick Ash of C.P. Ward, Inc.; Russ LaDecfa and Carl Scalzo of Hudson Steel Co.; Vince LaBarbara of LaBarbara Excavating, Bill Farmer and Bill Heaster of Lancet Arch, Inc.; Terry Anderson of IMS, Inc.; Dan Voltura of Syracuse Supply Co., Inc.; Gary Pitt along with Barry and Robin at Mendon Enterprises, Inc.

There have been so many chapter members involved in these efforts that it would be unfair to list them here at the risk of leaving just one member out, because each and ever one of you made a valuable contribution to the combined effort, and you are to be congratulated for help making it happen. Take pride in what you do, and accept our heartfelt thanks! No one can do it alone, but working together we routinely prove that nothing is beyond our abilities!

Wanted

- Dry mount press in good working order, 11" x 14" or larger.
- Good quality photographic copy stand with lights to copy photos and items in our library collection.
- Automatic(electric) paper folding machine for folding brochures and etc. in good working order. 8.5" width or larger.
- Laser printer for IBM PC in Chapter library in good working order.
- PRR single lens kerosene tail marker to complete a set for our new PRR cabin car.

Contact Chris Hauf, 381-8583, or e-mail: crhauf@frontiernet.net.

Tool Car & Shops

Supt. Charles Harshbarger

Charlie and Jim Johnson have done a marvelous job of sorting, stacking and reorganizing all our track tools in the compartments as you enter our tool car. Woe be unto anyone who messes things up now!

We are collecting inputs on needed tools, fixtures, and machines for the new shop/restoration building. Let us know of any leads you have, or desires you wish fulfilled.

Jim and Charlie are also looking at interim electric power, water, and shop air sources for the building. We will probably use our own generators and diesel compressor in the beginning.

Thanks to

John Redden for arranging sale and transportation of landscape ties.

Bernie Cubitt, Bill Chapin, Dee Mowers and Dale Hartnett for info and leads on buildings and other line side structures.

Joe Scanlon for arranging donation of scrap steel, lumber, and other construction materials.

Rand Warner for tools, hardware, technical books, and propane fuel.

FLASH —

Hauf and Warner To Be Guest Speakers at Niagara Frontier, NRHS, Oct 9

Chris Hauf and Rand Warner will be presenting a program about our Rochester & Genesee Valley Railroad Museum to members of our neighboring chapter: Niagara Frontier Chapter.

The NF Chapter meets at 8:00 PM on Friday, October 9th in the Community Room of the Philip Sheridan Building at 3200 Elmwood Avenue in the town of Tonawanda. The entrance to the parking lot is off Elmwood Ave., about one-quarter mile north of Sheridan Drive.

The write-up in their *Empire State Express* newsletter is most praiseworthy of our Museum - and it reminds those who would remember, how the two Chapters, upon occasion, shared activities. (Hint?)

New Portage Bridge?

Several sources report that NS, in agreement with New York State, will construct a new railroad bridge a few hundred feet south of the present famous trestle in Letchworth Park. The current bridge would be use for hiking. (Beaver Valley Highball via Lake Shore Timetable)

NRHS NEWS

Office Search: The National Office Search Committee is querying all the chapters about whether they own, lease or rent their facilities, and are they satisfied with the arrangements. This information will guide the committee in its search for national office space which is rented at \$38,000 per year.

Activities Report: Total 1998 paid memberships as of July 10 was 18,460. Of the 1997 members, 2302 had not renewed. Contributions received with the 1998 dues was \$18,718.75; these contributions are used for the Railway Heritage Grants program, from which our Chapter has received a grant to assist in restoring Rochester Subway Car #60.

Gerstung Visits: Our Regional (Northeast Region) Vice President, Geoffrey Gerstung, represented this region at various gatherings and shows, including attending our Annual Banquet.

Emblem History: The NRHS emblem history was outlined in the current issue of the NEWS. It represents the drum head found on many named passenger trains. Since the founding of NRHS in 1935, the design has changed only twice, the last in 1937.

Pullman China: The Washington DC Chapter, NRHS is reproducing Pullman china using the well known Indian Tree Pattern. Syracuse China, the original manufacturers was selected for the reproduction work. Two place settings are being offered: basic and full place. Pre-production orders are being accepted through January 1, 1999 with orders to be shipped in Spring, 1999. Basic setting is \$79, full place setting: \$109. Coffee mug \$8.95. S&H charges are extra. More information from Washington DC Chapter, NRHS, 13425 Reid Circle, Ft. Washington, MD 20744-6522; Chapter web site at <http://www.dcnrhs.org/>. (NRHS NEWS, Sept., 1998)

Trespassers Beware!

The Federal Railroad Administration has proposed this legislation: Trespassing on railroad property would result in a fine of not more than \$100 and/or not more than 30 days in jail. Trainhopping: \$1,000 and/or 30 days in jail. Vandalism that results in serious injury or death: fine up to \$20,000 and jail time could rise to 20 years. There are also penalties for theft and receipt of stolen property. (NRHS NEWS)

Trip Report

CONWAY SCENIC RAILROAD

Reported by Bill Heron

The Conway Scenic Railroad operates four tourist runs out of North Conway, NH. There is a short trip south to Conway and a short trip north to Bartlett. And there is a dinner train which also operates from North Conway to Bartlett. These three runs are referred to by CSR as "Valley Trains".

The fourth run is the "Notch Train". It heads north from North Conway on trackage that used to be part of Boston & Maine's Conway branch. (This is also the route of the North Conway-Bartlett "Valley Train" as well as the dinner train.) About eight miles up the line the route shifts to what once was the Portland & Ogdensburg RR. The train continues about thirty miles more until it reaches the summit of the famous "Crawford Notch", the highest railroad pass east of the Mississippi.

Most of the ride to the Notch truly is scenic, particularly as higher elevations are reached. There are good views across the valley of several peaks in the Presidential Range, including, on a clear day, Mount Washington. This was not an easy railroad to build nor to operate. Grades a bit over two per cent once required helper engines during the days of steam.

The Portland & Ogdensburg was built for the purpose of bringing commodities from the Great Lakes region to Portland for shipment overseas. A major attraction was that Portland's port, second deepest on the Atlantic coast, is ice free. The Portland & Ogdensburg was laid out to be the shortest practical route between its two namesake cities. Fortunately Crawford Notch provided a feasible, although not easy, means of traversing the White Mountains. The P&O lost its independence many years ago and became part of the Maine Central's system.

The Notch Train is usually powered by a pair of FP-9 units which were built in 1954 in London, Ontario for the Canadian National. They look good and run well. Most of the consist also is of Canadian origin. Coach service is provided in rebuilt former Montreal area commuter cars while first class passengers ride in the "Carroll B. Reed", a coach/cafe car, formerly in service on the CN as a coach. The dinner train and the Valley Trains are powered by a GP-7.

The dining car once was a DL&W m.u. car. It has been beautifully rebuilt as a diner and is a pleasure to experience, except one might wish for an air-conditioning system

with a bit more power. Also worthy of mention is the parlor observation car "Gertrude Emma". This car was built by Pullman Palace in 1898 for service on the "Pennsylvania Limited". It was owned by the Bangor & Aroostook from 1922 to 1975 and has been lovingly restored.

CSR owns quite a bit of equipment other than that used in regular service. The yards at North Conway are wide open and interested visitors are free to browse. There are three steam engines, one of which, an 0-6-0, #7470, is sometimes used on the Valley Line. Also of note is a dome coach, very recently acquired by CSR and awaiting refurbishment. It would be a fine addition to the Notch Train. It was built in 1955 for use on the Great Northern Railway's "Empire Builder". Later it served Amtrak and then was acquired by the Alaska RR. Alaska sold it to the Cape Cod Railroad where I had the pleasure of riding in it. Nice to meet an old friend.

If you are planning a trip New England, the CSR is worth going out of your way, but only if you have the virtually full day it requires to ride the Notch Train. Otherwise, the Valley line is something you might do if you happened to be in the neighborhood and had some free time.

Visitor Operations

Supt. Don Shilling

Weekday tours have been very significant this season and have kept Don Shilling, Jim Dierks and our volunteer guides very busy.

The visitor track car ride will be truncated in October due to track work, construction and excavation activities for the new restoration barn complex.

Our joint NRHS/NYMT operations committee has developed plans for non-standard visitor operations logistics in October.

Our joint operations visitor season will end at the end of October.

Any special operations in December will be subject to constraints of trackwork and construction activities. RW

MR&NKPRR Society Builds

The Mad River & NKP Railroad Society, which has a museum in Bellevue, OH, like us, is also constructing a building to house some of their equipment. The pictures in the June issue of *The Caboose Cable* suggests that it is longer, but narrower than our Restoration Building. This will supplement several other structures.

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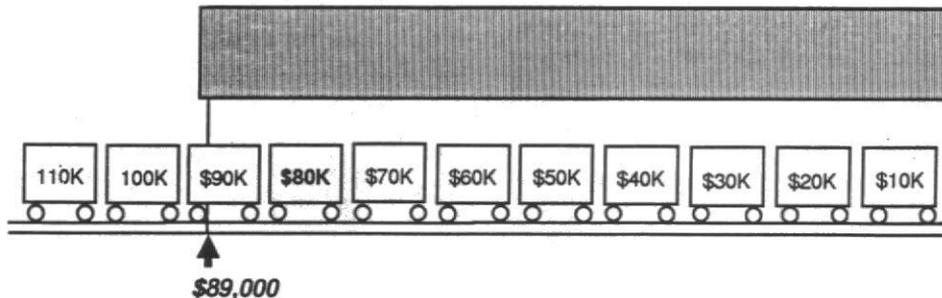
The Semaphore Staff:

- Editor: Gale Smith
- Printing: Dave Luca

InterNet (World Wide Web) address:
<http://www.rochester.ny.us/railmuseum.html>

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. Each 'car' represents \$10,000 in the fund. Surprise - the building moves rather than the train - easier to do!



The Semaphore

Rochester Chapter
National Railway Historical Society
P.O. Box 664
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