



# The Semaphore

Newsletter of the Rochester NY Chapter, NRHS  
P.O. Box 23326, Rochester, NY 14692-3326; Published Monthly

December 2000  
Volume 43, No. 4

Program for December 21:

## Modern Rail Transit

by DeWain Feller

Chapter member, DeWain Feller will present a program on Modern Rail Transit, a.k.a. Light-rail systems.

DeWain is a member of the Rochester Rail Transit Committee and is a strong promoter of light-rail for Rochester. At the Park Avenue Festival, this Committee had a five-panel display of light-rail systems around the country. He keeps abreast of the various proposals as well as operations of light-trail in the US.

Also at the Festival, RRTC had a diagram of a proposed system for Rochester. He will probably discuss it.

### Program Committee

Tom Forsyth (Chairman) 442-0125  
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.

### Library Hours

7:30 to 9:30 PM

Monday, December 18

Library Phone: 872-4641

### A Reminder

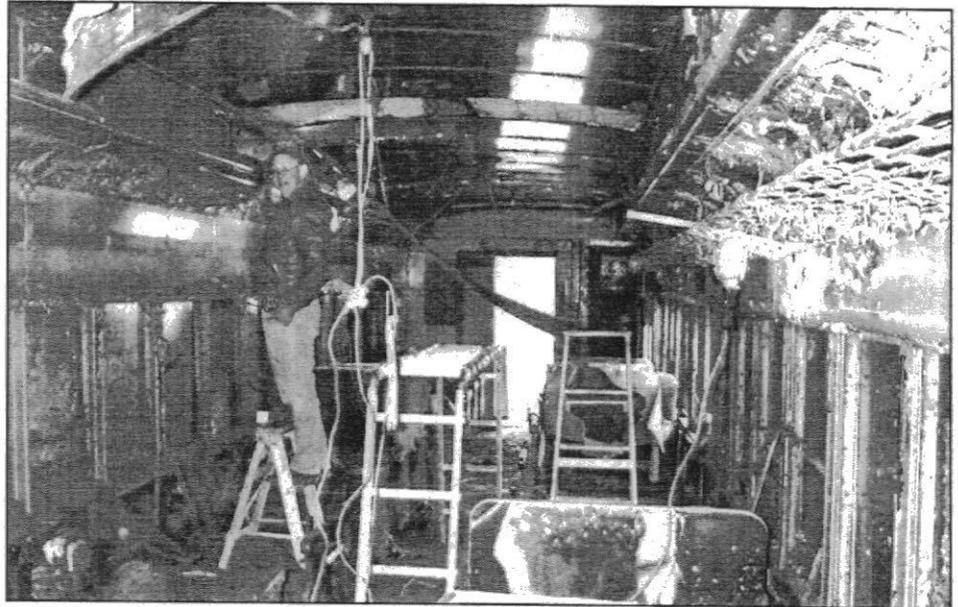
The Chapter's address has been changed. The old PO Box was closed several months ago. Mail still keeps coming there and forwarding to our new box will soon expire! It is now:

P.O. Box 23326

Rochester, NY 14692-3326

### Notice to Exchange Newsletters

Sending your Chapter/Club newsletters to: *The Semaphore*, Gale Smith, 299 Seneca Park Ave., Rochester, NY 14617-2433 will facilitate the exchange of news or ideas.



Ira Cohen at work in E-L # 3589 in Pittsburgh.

Jeremy Tuke photo

## War Party to Pittsburgh

by Jeremy Tuke

Several members made a successful trip to Pittsburgh over the weekend of December 1-3 to salvage parts from an Erie Lackawanna MU car that is slated to be scrapped. Rand Warner and Tom Webster went down on Thursday night, November 30th, and were already hard at work when Jeremy Tuke arrived on Friday morning to help out.

The MU car, Erie Lackawanna #3589 is owned by the Pittsburgh Historical Society, and deemed to be surplus. Rand Warner arranged, with the help of Scott Becker of the Pennsylvania Trolley Museum, for the Chapter to obtain salvage rights to anything we could remove from the car. Ira Cohen arrived Friday night, and Steve Huges and Jim Moore go there on Saturday and picked up a rental truck to transport the parts to our Museum. Rand, Steve, Ira, Tom and Jim loaded the U-Haul with booty on Sunday and returned to our Museum complex to unload the materials.

While the car is very rough shape, the team was able to remove all of the seats and related components, overhead luggage racks, light fixtures and other miscellaneous hardware. These components may be used at a

later date for the Erie Stilwell coach, the RL&B #206 or other equipment. The car is located just East of the Station Square complex on the Monongahela River, and was yards from a heavily trafficked CSX (ex-P&LE) mainline. Passing directly overhead of the car is one of the Pittsburgh light rail lines, so the crew enjoyed working amidst the almost constant sound of steel wheel on rail (obviously more enjoyable for one of the members than the constant sound of snoring emanating from his roommate on Friday night).

There may be another trip planned to retrieve additional parts from this car before it is scrapped.

### December Anniversary Dates

December 7, 1941: The inaugural run of the streamlined "Empire State Express". Overshadowed by the news of Pearl Harbor bombing. Our Excursion cars are from this train.

December 2, 1967: The last run of the "Empire State Express".\*

December 3, 1967: The last run of the famous "20th Century Limited".\* (\* Dates from NYC Historical Society Calendar)

## Planned Giving

*The Development Committee  
Jeremy Tuke, Chairman*

As year end approaches, we hope you will include the Chapter's Museum in your tax and charitable giving deliberations.

We have many worthy projects deserving of your consideration efforts for present and future generations to enjoy, appreciate, reminisce about and be educated by.

Your gift can be publicized, anonymous, or recognized by a plaque, or in the name of a loved one.

Gifts can be now, a promise for the future, part of your will or estate plans, or some combination.

Trusts can be very flexibly designed to support the needs of you, your family and heirs, and charities of your choice. There are many types of trusts, such as Charitable Lead, Charitable Remainder, Unitrust, and others. You can also set up a Foundation. Consult your attorney on these choices.

You can also donate appreciated stock, mutual funds, or other types of securities – to be transferred by gift to the Chapter's name and designated for a specific use or project or program.

Gifts of no-longer-needed autos, trucks, boats, RV's etc. (and possibly lands or real estate) can be donated through various local charity auction organizations.

Please see the "Planned Giving" form included in this *The Semaphore* to indicate or attach your gift, or to request further information.

*Thank you,  
The Development Committee*

### Gerstung Education Fund Established

At the Dallas NRHS Board Meeting in October, the Board established the Geoffrey W. Gerstung Railroad Education Fund. "The fund is intended to support educational activities concerning railroads and railroad history preservation." [*Leaky Valley*, Nov. 2000]

### Flinn named Northeast Region VP

David Flinn of the Cornell Chapter is the new Northeast Region Vice-President, who will oversee our area. [*Empire State Express*, Dec., 2000].

### Our Sympathy

## Bill Napier

Our Sympathy is extended to the family of long time Chapter member Bill Napier. Bill was active in a number of Chapter official capacities over the years; including National Director, Trustee, Secretary, Treasurer, etc.

We will miss Bill and his quiet, steady, dependable, and supportive manner.

### The Next Millennium

In the last millennium, we acquired the Depot and the Northeast Quadrant, built our yards and connecting line to NYMT, amassed a fleet of diesel locos, trackmobiles, passenger and freight cars, maintenance of way equipment, signals, and communication systems, track cars, construction equipment, trolleys and steam locos, and developed a broad offering of exhibits, programs and operations to our ever increasing public visitors.

What helped to make it happen was:

*Persistence, perseverance, persuasion, publicity, promulgation, and perspective.*

*Facilitating, formulating, focussing, and finding.*

*Cooperation, collaboration, coordination, coalescing*

*Enabling, empowering, nurturing, and encouraging.*

For the next millennium, we hope to see our **Vision of the Four Quadrants** become reality, along with shops, expanded steam and trolley operations, line-side mini-industries and dioramas, all our critical and weather sensitive equipment stored under cover, substantial community awareness and support, active media support and publicity, expanded outreach to and within our community, increased private and public funding, expanded exhibits, interaction and activities offerings and intensified networking with other museums, railroads and industry.

### NRHS National Convention Schedule

2001 Convention will be held in St. Louis June 19-23. Three mainline excursions are planned, possibly two with steam

2002 Convention will be held in Williams, Arizona where the Grand Canyon RR will be at least one of the several planned trips. [*Leaky Valley*, Nov. 2000]

## Membership Report

*Beth Krueger, Chair  
Janet Dittmer, Assistant*

### Welcome to this new member:

**Jeffrey R. Mundt**  
19 Buckwheat Dr.  
Fairport, NY 14450  
Jrmundt@aol.com; Interests: Museum tour guide.

### You should have received your 2001 Dues notice

All membership renewals were mailed out on December 1, 2000. See the letter enclosed with the renewal for Retiree and Student discounted dues.

Please remember that the Rochester Chapter is a non-profit organization. Feel free to add a contribution to your dues renewal, either to the general fund or to a specific project.

Thank you in advance for your generosity. New cards will be sent out after the holidays

*Janet*

### T-shirt and Sweatshirt orders

Orders for either of the above for January delivery should be made now. Both front and back are printed as described in the flyer sent last month. Sizes are Adult: small, medium, large, X-large and XX-large. T-shirts are \$15; \$16 for XXL; Sweatshirts are \$25; \$28 for XXL. Add NYS sales tax (8% for Monroe County and \$4 per order for shipping).

Make checks payable to Rochester Chapter, NRHS. Payment by Mastercard, Visa or Discover Card also available.

Send order, payment, address information and your phone number to:

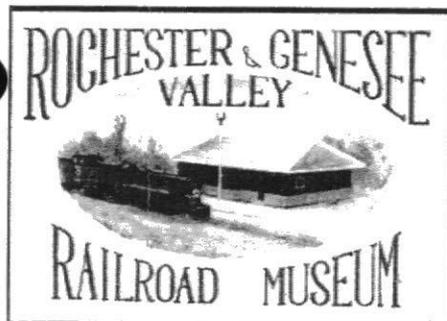
Rochester Chapter, NRHS  
P.O. Box 23326,  
Rochester, NY 14692-3326

### Santa Claus Train - Dec 16

The Ontario-Walworth Rotary Club will be running their annual Santa Claus Train on Dec. 16. This train uses our Excursion cars and is operated on Ontario Midland RR.

### Basic RailCamp 2001 Deadline

The deadline for reserving a space for either the July 22-28 or August 12-18 camps is February 1. The tuition cost is \$550.00 [*Leaky Valley*, Nov. 2000]



Rand Warner, Director, 425-8587

## Blitz Program

Out of discussions at our monthly Operations/Volunteer meetings has grown the concept of a **Blitz Program**.

This concept, fostered by John Redden, Dan Waterstraat, Dale Hartnett, John Stewart and others, has much merit.

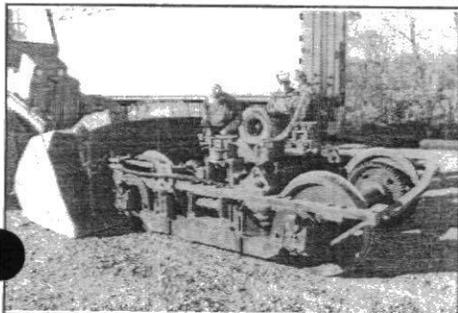
We have identified a candidate listing of potential Blitz Projects; to get heavy volunteer support — one project for one Saturday morning once a month.

The idea would be to make some substantial progress with a high intensity, focussed effort on a high-priority/deserving project.

The payoffs would include actually FINISHING some efforts, leap-frogging other efforts, jump starting morale on some of our more overwhelming projects, making a better appearance to our visiting public, arresting deterioration of certain artifacts, conservation of space, better utilization of equipment and materials, and creating new displays and attractions — just to name a few.

By focussing our efforts on a Blitz Project for just one Saturday morning a month, we won't seriously distract any individual project that much, and will actually advance some efforts much farther than they otherwise would have.

Let's all pitch in on this worthy concept, starting in January 2001!



One of the MCB trucks that recently arrived for projected use under RL&B Car #206. (Chris Hauf photo)

## Trolley Car barn

### RL&B Interurban #206

Foreman: *Bernie Cubitt*

Prototype MCB trucks with proper 6'-6" wheel base arrived from Pittsburgh last month.

More parts applicable to this car will be salvaged on a road trip this month.

Other needed parts to make this fine car complete are being solicited from other museums and suppliers/vendors.

Drawings for fabrication of bolsters and other under-floor items are being made.

Quotations are being solicited from local vendors for fabricated items.

Car interior restoration effort continues.

### Sweeper/Line Car #147

Foreman: *Neil Bellenger*

Completed roof work includes newly replace boards, plywood sheathing, and felt overlay. Now we are ready to apply final roof covering.

Rehab of interior structural wood framing has started. We need replacement wood for rehab of interior and exterior sheathing.

### Rochester Subway Car #60

Foremen: *Rand Warner, Dave Luca*

Diagrams for electrical conduits and air brake piping are in preparation.

Quotes are in receipt for roof metal and bolsters.

Estimates have been prepared for the overall restoration.

Quotes have been received for new interior/exterior end panels and side panels.

We are getting in to electrical and air brake schematics with resource people.

Funding sponsors are being identified.

### DL&W MU Car #2628

Foreman: *Shaddick, Tischer*

With the construction of our 175kw diesel powered Utility Trailer, and the final location of that trailer on the intermediate level above the Depot, we are one step closer to running our EL MU car on 250v dc shop tap power. This type of power was used for moving the cars on the first two points of the controller, in the shop areas of the car house territory of New Jersey.

## Electrification

Rand Warner, Facilitator

**Progress:** Scott Gleason has arranged donations of a second, different type bucket truck by RG&E. This one has a 40-foot telescopic boom, and will give us great flexibility and capacity for overhead line work and erection of poles in conjunction with your existing bucket truck and auger truck.

Several additional operating and training sessions using Trolley #168 have been held to gather operational data on the electrical and mechanical characteristics of Trolley #168. Bob Miner, Charles Robinson, Rand Warner and Jim Johnson have supported these tests. Charles Robinson is providing detailed writeups on test results.

**Plans:** Prep and/or relocate the diesel generator substation for winter storage.

Continue investigation of options for enclosing substation.

Prepare more overhead wiring subassemblies over the winter so we can resume line construction in the Spring to extend operations at least to the loop switch.

Interpret and disseminate data from Trolley #168 electrical and air brake test program.

Continue rehab and extension of rail bonds using our newly acquired kit.

## Communications, Signals, Power & Line

Supt.: *Neil Bellenger*

**Progress:** The Power Utility Trailer to support our Restoration Facility has been VERY CAREFULLY relocated into its final location, using the International tow truck; once the site had been properly graded and stoned. A large crew of Joe Scanlon, Charles Harshbarger, Art Mummery, Scott Gleason, Neil Bellenger, Dan Waterstraat, Bob Mader, Dick Holbert, Jim Johnson and others were involved in this demanding task.

Scott Gleason and Rand Warner have contacted Niagara Mohawk and Underwriters inspectors regarding requirements on pole line coming in from Route 251 to supply 240v, 200A single phase temporary service to Restoration Building, already approved by Town of Rush.

Bucket truck and auger truck have been relocated for winter storage.

**Plans:** Finalize cribbing to support Power Trailer in its permanent location.

Install concrete vault for electrical connections to conduit going into Restoration Facility from both the Power Trailer for three-phase and the utility pole line for single-phase.

Run power lines from three-phase generator tin trailer through junction in concrete vault, and on through conduit to reach Restoration Facility.

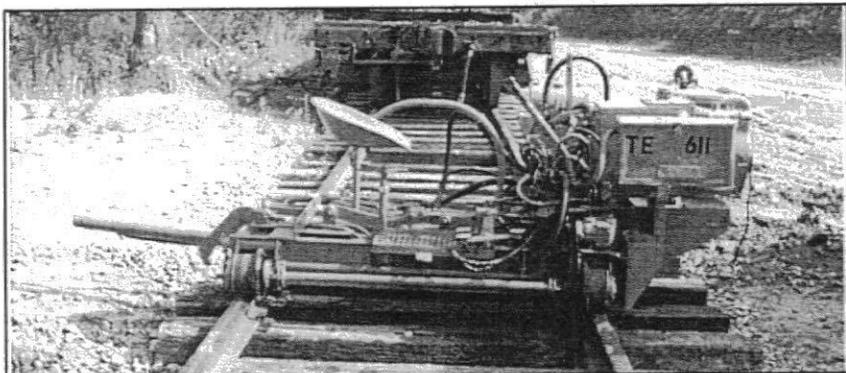
Follow up on details of pole line, meter pole, connections, and fan-out; for service to Depot, Restoration Building and a temporary single-phase service to west side of LA&L RR area.

**Maintenance-of-way Equipment**

*Supts: Dick Bean, Bob Mader*

**Progress:** Dick Bean and Hiram Colwell have installed the radiator, made braces for it, and rearranged the fuel system on the Burro crane. They are now hooking up the radiator hoses.

Rick Israelson has completed painting of the Fairmont tie extractor and the unit has been started up and checked out by Rick and John Redden.



This Fairmont tie extractor was reconditioned and repainted under the supervision of Rick Israelson. It should see lots of use in the near future.

Track cars and tamper have had their anti-freeze checked for winter by Norm Shaddick.

Bob Mader, Tom Webster and John Redden have been checking and readjusting track car brakes.

Larry Baker and John Redden have had Dansville & Mt. Morris (D&MM) speeder car running, and Tom Tucker has a coat of paint in yellow applied over the primer.

**Plans:** Complete work on Burro crane cooling, fuel, electrical and mechanical subsystems. Paint and mount boom. Check out all subsystems for operational use.

Rehab all track cars over the winter season.

Mount snow plow on Blue TrackMobile #1 for winter use.

Final prep D&MM inspection car for

**Have you paid your 2001 Dues**

--- and maybe added a little donation for one or more projects?

Tom Tucker applies another coat of yellow paint on the D&MM track car. *(Chris Hauf photos, this page.)*

**Track & Right-of-way**

*Acting Supt.: Rand Warner*

**Progress:** Track #6 along west side of our Restoration Building is being extended an additional 300 feet. This will permit our two steam locos to be located side-by-side for boiler lagging removal.

Arrangements are being made for acquisition and delivery of six more bundles of ties – good for six more panels of track.

Switch timbers to go into rehab of NYMT switches are being marked and

readied for relocation to NYMT work sites.

Young Railfans and Scouts have cleared our right-

of-way of excess leaves piled up on the tracks, and installing more rail anchors.

Two more truck loads of ballast have been delivered to site.

Thanks to all our Gandy Dancers: John Redden, Larry Baker, Rick Israelson, Jeremy Tuke, Dale Hartnett, Rand Warner, Norm Shaddick, Tom Webster, Mark Pappalardo, Bill Chapin, Dave Luca, Jesse Mark's Patrol from Brockport with Charlie Marks, Doug Vereecke, David Seare, Mark Wiczack, Matt O'Hare, Andy Gardner, Josh Locke, Jason Marks, Jonas Locke, Steve Locke and others.

**Plans:** Complete extension of Track #6.

Deliver replacement switch timbers to NYMT for installation.

Add ballast to NYMT loading track.

Repair bad rail joints on hill at NYMT.

Acquire another 100 relay ties.

Develop scheme for raising NYMT loop switch to take out sag.

**Construction & Equipment**

*Supt. Joe Scanlon*

**Progress:** Dick Bean and Hiram Colwell have the Case Terraloder diesel crawler loader up and running and ready to use.

Tom Webster and Neil Bellenger will continue work on the 4x4 International 1-ton dump to make it an operational plow truck for this winter season.

Chris Hauf and Tom Tucker are continuing their painting spree – this time on the ATC bulldozer.

Art Mummery, Bob Polka, Neil Bellenger, Bob Mader and others are pitching in on rehab of our large Army D-7 Caterpillar dozer. We hope to get the motor repaired and running over the winter.

Scott Gleason has arranged donation of a diesel Trojan loader from RG&E to replace our former Euclid loader that we traded for trolley parts.

Joe Scanlon has arranged for acquisition and transportation of six storage trailers from KBH, following Board authorization of funds.

Construction equipment has been relocated and neatly parked for winter storage.

Dan Waterstraat has knocked down the weeds throughout our equipment storage area using his own heavy duty walk behind.

**Plans:** Continue rehab of Cat 12 diesel road grader to go into service.

Complete work details on our three Army diesel dump trucks.

Put Case crawler loader into operational service.

Determine detail requirements to return Army D-7 dozer to operation.

Work out details of extending access service road along tracks to support extending electrification.



## Outreach & Education

A "sampler" of our wide-ranging activities:

### Young Railfans:

Dale Hartnett is providing a comprehensive program of on-site and off-site railroad and rail fan experiences to a group of teenagers. This program is now in its third year.

### Boy Scouts:

Dale Hartnett has hosted and sponsored Boy Scout Railroad Merit Badge working sessions, and a sleep-over activity at the Museum, using our cabooses.

### Operation Lifesaver:

Dave Hulings and his committee are providing lots of exposure for the Operation Lifesaver program at local events and in the schools. They also work with Ontario Midland Railroad to host Operation Lifesaver safety awareness trips for area schools, using the Chapter's excursion trainset.

### School Systems:

Many groups from area schools tour our R&GVR and NYMT museums weekdays during the school year. This provides them with rail transportation awareness and provides us with a future crop of potential volunteers.

### Youngsters:

Pre-schoolers from many area nursery schools and day care facilities visit our R&GVR and NYMT museums throughout the school year. These are very popular "hands-on" field trips with the children.

### Seniors:

Senior groups from area facilities and churches visit our R&GVR and NYMT museums frequently and always have a great time riding the cars and looking at and reminiscing about the exhibits.

### Differently Aabled:

Although not all of our areas are handicapped accessible, we get a considerable number of visitors with limitations, and even groups, who have a great time with whatever part of our R&GVRM and NYMT facilities they can accommodate. We continue to make improvements to better serve all our visitors.

### Programs:

We take slide show and video programs out to local history, service and men's and women's clubs on request. A number of topics can be presented. Ron Amberger, Chris Hauf and Don Shilling are active in this area.

### Public Service:

Lynn Heintz sponsored a program for high schoolers to work at the Museum in support of their Public Service requirements in the curriculum for graduation.

### Navy Seabees:

We are providing a monthly opportunity for the local Naval Reserve Seabee Unit to drill; wherein they can actively practice and polish all of their seven skill codes in support of our many Museum projects.

### Eagle Scouts:

We encourage Scouting in all areas. One of these is the requirement for Eagle Scouts to conceive, plan, administer and execute a substantial project involving direction of others. Dale Hartnett has supported these activities for R&GVRM.

## Library Report

*Charles Robinson, Chairman*

Because of a conflict with Christmas Day, it is necessary to move the evening for library general use to an earlier Monday. For this month, the library will be open **Monday evening, December 18** between 7:30 and 9:30 PM. Hope to see you there!

More progress has been made in organizing the never ending piles of materials in our collection. Steve Oagley, Jerry Gillette and myself went through an assortment of rail items that had been stored for many years at NYMT. The photos have been pulled and placed in sleeves. The paper items have been sorted and placed in various files where they can be found. Jim Stewart has finished listing the James Glenn collection and is starting on organizing our collection of *Official Guides*. Some of these are quite old and rare. Bob Achilles is continuing his careful identification of our marvelous collection of Canadian Pacific steam locomotive photographs. Bob Miner very generously helped Fran Gotesik of the Genesee Valley Green Way project to locate photographs of the Rochester Branch of the Pennsylvania Railroad that might be used as illustrations along their walking path. Bill Welsh donated 18 like-new books, which Gale Smith has added to our database.

I am certain that other chapter members are very grateful for these efforts in organizing an preserving our important items of rail history.

Come January, the library will commence being open on the Sunday afternoon that follows the usual monthly chapter meetings for the Winter months.

## Midwest Electric Lines

A Videotape from Pentrex

Reviewed by Bill Heron

This tape consists of a collection of vignettes pertaining to electric lines in the Midwest, excluding those that operated in the Chicago area. Lines in states such as Iowa, Illinois, Michigan, Ohio and Minnesota are included. There is no story line as such.

Most of the footage is vintage. Picture quality, therefore, is not the best but for me this is more than made up for by the chance to see "live" shots of electric cars in operation, when and where they existed. Because I am also interested in automobiles, any footage of city scenes gives me almost too much to watch—the electric equipment and the surrounding gasoline powered vehicles that unfortunately did so much to cause the demise of the electric lines.

The tape opens with coverage of the Indiana Railroad. This includes car 65 which, fortunately, has been preserved and is now located at the Illinois Railroad Museum. The story of the Indiana line is well known and the tape pays due respect to the line's vast terminal at Indianapolis which in the line's golden age saw something like 500 train operations a day. Indiana's reputation for high speed running, upwards of 50 mph, also receives notice.

Shorter segments of the tape pay their respects to line such as the Northern Indiana Railway, which ran south from South Bend, the Cedar Rapids and Iowa City, and the Waterloo, Cedar Falls and Northern. There also are short segments showing traction action in Kansas City and St. Louis.

A more lengthy segment deals with Twin City operation in the Minneapolis-St. Paul area. This coverage even includes pictures of the boats which Twin City once operated on Lake Minnetonka. The boats connected with electric lines and they were designed so that the superstructure bore a strong resemblance to an electric car.

The Illinois terminal also receives fairly lengthy coverage. Attention is drawn to the claim that the Illinois Terminal was the longest interurban in the US, stretching some 400 miles from Peoria to St. Louis.

If you like electric cars you'll like this tape. It's a bit short, but you'll see everything from four wheel Birney cars to heavy weight interurbans.

**Thanks to**

Greg Norsen and GRS/ALSTOM for more cable and wire donations.

Scott Gleason, Jessica Raines, Bob Polka and RG&E for donation of a diesel bucket truck with telescopic boom.

Don Hosenfeld and Dolomite for arranging donation of privately owned B-61 Mack 10-wheel dump truck.

Tom McTighe and LA&L RR for donation of several kegs of used railroad spikes.

Scott Gleason and RG&E for donation of scrap overhead cable.

Vince Milliken and LA&L RR for donation of wood pallets.

Don Zenkel and Chamtek Mfg. for offer of air compressors.

Jim Johnson for obtaining special instrumentation to support trolley tests.

Tom McTighe for info on resources for track construction materials.

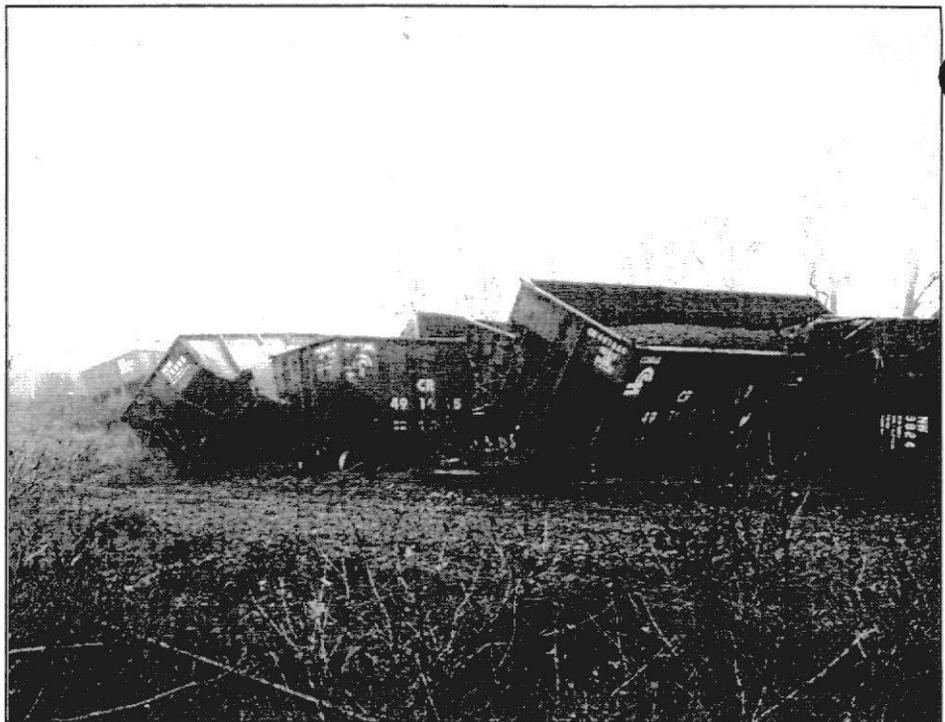
Stewart Anderson for info on freight car trucks.

Scott Becker for identifying resource people for electrical and air brake systems for Subway Car #60.

Terry Warner for Indian backpack fire pump and large wagon wrench.

Keith Blackhall and RG&E for offer of water tank.

Jim Johnson for offer to underwrite cost of storage trailer for CSP&L materials.



**Rochester Southern train derailed near Caledonia, NY.**

At about 7p.m. on Saturday, November 25, 17 cars of a 92-car coal train bound for Kodak Park derailed by Route 5 near Caledonia. An estimated 300 yards of track was damaged. No injuries occurred and the derailment did not block traffic on Route 5.

Jeremy Tuke stopped by on Sunday and took the above picture. He stated that it looked like the Northbound train split the switch just south of P&L Junction. The cars on the ground were about mid-train. The *Democrat & Chronicle* reported that the railroad expected to have the tracks repaired on Tuesday, Nov. 29.

**Wanted**

For RL&B Interurban #206:

- Trolley pole assemblies;
- Mark lamps & brackets;
- Flags & brackets;
- Trolley rope retrievers or catchers;
- Controllers and resistor grids;
- Bolsters and truss rods;
- Couplers and mountings;
- Compressor and brake parts.

For 1938/39 Ford 1-ton REA truck:

- Front fenders,
- Front grill,
- Front bumper;
- Rear axles;
- Radiator.

For Vulcan & Heisler steam locos:

- New style boiler lagging;
- Valve oil;
- Boiler jacketing;
- Steel sheeting.

- Cantilever passenger car jacks
- Good, safe step ladders, any type or size.
- Brooms and dust pans for all our project areas.
- Good running 2000w portable gas powered generator for road trips.
- Ballast regulator for Track Dept.
- Relay ties and switch timber for Track Dept.
- Heavy hook block for 3/4" cable for Bay City Model 65 crane
- 53-foot flat car for line car project.



**Former Cohocton DL&W Depot for Sale, with extras**

In 1881 this depot was fabricated in sections at the DL&W's Buffalo yard and shipped by rail, of course, to Cohocton, NY where it was reassembled as a passenger and freight station.

In 1980, this building was moved in four sections (two roof, two building sections) to its current location, in Canadice, 22 miles north of Cohocton. Since this move the station has been refurbished and used as a antique store, design and appraisal offices, workshop and has guest quarters — having a library, living room and two bedrooms.

On the building grounds is a waterfall, pond, gardens, and a restored 1823 farmhouse of 2350 sq. ft. with its own interesting history — but alas no railroad tracks! For more information, contact Ken Dede, 716-244-8200 x39, email: [kdede@rochester-rr.com](mailto:kdede@rochester-rr.com).

## The Life and Legend of E. H. Harriman

By Maury Klein

Reviewed by Bill Heron

One of Maury Klein's other books is *The Life and Legend of Jay Gould*, a work which I found very interesting, well written and thoroughly informative. Now he has done it again with this study of E.H. Harriman. I have a degree of person interest in Jay Gould since my late step father-in-law, C.C. Huitt served for many years as the business manager for Jay Gould's daughter, Helen, the only one of Mr. Gould's children who seemed to have inherited a good supply of their sire's business acumen.

There was no personal reason, however, for my picking up Mr. Klein's book on Harriman, just the fact that I knew that he seemed quite capable of turning out a good product. I had never known much about Harriman except that he was very rich and had had something to do with railroads, particularly the Union Pacific. In this book I learned that Harriman, like Gould, had not gotten into railroading until later in life, having established himself first as an adept financier. Another Gould-Harriman connection is that prior to Harriman, Jay Gould had once controlled the Union Pacific.

Edward Henry Harriman was born in 1848 on Long Island. His father was rather unsuccessful clergyman in the Episcopal Church. As a child, young "E. H.", (he didn't care for either of the names he had been given), experienced a considerable degree of poverty and derivation. Often his family survived only because of subsidy from other more successful members of the Harriman family. This rather bleak childhood seems to have given Harriman the drive to gain as much wealth as she possibly could. Never every sociable and certainly not a "glad hander", he did so with an unrelenting, combative inner strength.

The book traces the beginning of Harriman's career on Wall Street, after he left school to go to work. As soon as he could he bought his own seat on the New York Stock Exchange, and the rest as they say, is history. During the 1880's Harriman became involved with his first railroad, the Illinois Central. Harriman, however, was not the boos; that position was held by a fellow financier, Stuyvesant Fish. In general Harriman served the Illinois Central well and he learned a great deal from Fish. He chafed, however, at being a subordinate rather than the top dog.

>>>>>

Harriman became involved with the Union Pacific in 1897. During 1898 and 1899 he consolidated his hold on the UP and was free to do his work with it in his own way. Basically Harriman believed in plowing earnings back into the physical plant. He also believed in providing first class service to all shippers as well as in searching out every opportunity to develop new sources of loadings for his road. Dividends to stockholders tended to take a back seat to the needs of the railroad.

One interesting story regarding Harriman's early years with the Union Pacific demonstrated how unusual or difficult problems could motivate him. Roving gangs were raiding UP trains in Wyoming. Having robbed a train the thieves hid out in the rugged North Park country. By the time a posse could be organized the trail was quite cold. Harriman's solution was to put a posse aboard his trains, first class horses and the best men available. When a raid took place, the mobile posse left the train and took off after the robbers. So well did the mobile posse idea work that robberies stopped on the UP even though other roads, not using the mobile posse idea, continued to be plagued.

This is scholarly book, 521 pages with lots of footnotes. BUT this is not a boring book. Mr. Klein is an engaging storyteller and in his hands the record of E. H. Harriman's life becomes almost what is sometimes called a "page turner".

### E. Rochester Shops Video

At the NRHS/NYMT picnic, Chris Hauf showed a video in the *Pine Falls* of the Merchant Despatch Transportation shops building reefers. It was a copy of a silent film, probably made in the 1920's.

Several interesting scenes. The principal tool appears to be a heavy hammer, or small sledge, to aid in assembly.

The other was observing how they applied many coats of paint. BIG sweeping motions across the car surface with LOTS of over spray!

How the EPA would love to investigate this for 1) ergonomics and 2) volatile emissions.

### Lyons, NY built Canadian RR bridge

The contractor Dunn, Holmes & Moore of Lyons, N.Y. had a contract to build a number of bridges for the Canada Southern Railway of southern Ontario. [*Tempo, Jr.* Oct. 2000; Original source: *Canadian Illustrated News*, Dec. 23, 1871, Pgs 402 & 404]

### NRHS Grants

Twelve organization received \$27,000 ranging from \$500 to \$4,800 from the Railway Heritage Grants Program as announced at the National Convention at Stamford, CT. Also announced was charters for three new Chapters: Longhorn Chapter, San Antonio, Texas; Southwest Florida Chapter, Fort Myers, Florida; and Willow Springs Chapter, Willow Springs, Missouri [NRHS News, Sept. 2000]

### Christmas at the Station

The Lake Shore Chapter, Northeast, PA, held their Annual Christmas at the Station event during the first two weekends in December. The station was decorated for the Season and had these extra attractions: Operating model railroad displays, Unique crafts and gifts for sale; a Bake sale; and Santa Claus appearing with gifts for the children on each of those days. [*The Lake Shore Timetable*, Nov. 2000]

### Leatherstocking receives grant from state

The Leatherstocking Chapter, NRHS has received a Multi-Modal Program Grant from the New York State Department of Transportation for \$160,000. The monies will be used to purchase additional right-of-way in Cooperstown, locomotive(s), highway crossing work, construction of loading facilities and improvements to Milford Depot parking facilities. [*RailTimes*, Nov. 2000]



## Editor's Corner

As I was putting this issue together, discovered that the previous November and October issues carried a "September" heading—and there wasn't a "peep" from anyone out there! Maybe they were too interested in the contents, I trust.

One of the many things that have been discussed, is to video tape interviews with some of our senior retired railroaders. It would be a great piece of history to have available for future generations – provided the apparatus for viewing the tapes still exist!

We Wish One and All  
Happy Holidays and a  
Prosperous and Healthy  
New Year!

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## Season's Greetings & Best Wishes for the New Year

Chapter Meeting & Program:

### **Modern Rail Transit**

by DeWain Fetter

December 21, 2000

40 & 8 Club

933 Universtiy Ave.

The **Semaphore** is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$5.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

**Rochester Chapter NRHS Officers:**

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*Mailing:* Dan Cosgrove

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 or TXT format, as well as a printed copy. **Deadline: First Day of Each Month.**

### **Pouring the Restoration Facility Floor!**

The Restoration Building is up and running! Now we need to provide it with a concrete floor. We raised the dust to finish the space. Now we've faced with dust all over the place. One hundred dollars will buy a batch of concrete. The estimate for the floor is \$25,000; we'll need 250 batches (!). Help "cement" together a great project. Maybe we'll even let you write your name and date in a slab! [Don Shilling]

InterNet (World Wide Web) address:  
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