



# The Semaphore

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

**May 2001  
Volume 43, No. 9**

## Program for May 17:

**TBA**

To Be Announced at the meeting.

A program has been scheduled but information was not received for inclusion with this issue.

## 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, May 21

Library Phone: 872-4641

## Reserve June 2

**Annual Banquet at  
Gateway Inn**

## Year 2001 Special Events

Special Events for this year for R&GV  
RM/NYMT joint operations are:

May 13: **Season Opening**

June 30/July 1: **Trolley Days**

July 22: **Model Steam & Gas Engines**

Aug. 18/19: **Diesel Days**

Sept. (open)

Oct. 28: **Season Closing**

## 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**

## This Saturday, May 12, Busy Day at

### ... Museum Guide Instruction

by Don Shilling

On Saturday, May 12th at 10:00 A.M., following the Pancake Breakfast, Don Shilling will conduct a brief session for all museum guides. The emphasis will be on visitor safety, history of the Depot and the aims of our Chapter.

The guide's main responsibility on the one Sunday they help is to greet the track car visitors, seat them for a short time on the benches at the depot's north end giving them the information on rail yard safety, brief depot history and then a tour of Depot's south waiting room and the station master's office.

Visiting time is usually 15 minutes. Returning the group safely to the track car completes the tour. Hours are from 11:00 A.M. to 4:45 P.M. All new guides work with an experienced chapter member.

### ... Young Railfans to Host Annual Pancake Breakfast

by Dale Hartnett

Work up an appetite and mark the calendar for Saturday, May 12 (this coming Saturday!)

On that day from 8-10 AM, the Chapter's Young Railfans group will host Chapter volunteers for a "more than you should probably eat" pancake breakfast at the R&GVRR Museum.

This is a good opportunity to spend a volunteer day working on Spring projects at the Museum and to do it on a full stomach.

Bring friends along. This is also a great chance to introduce potential new members to our operation!

**Arrive Early and Hungry!**

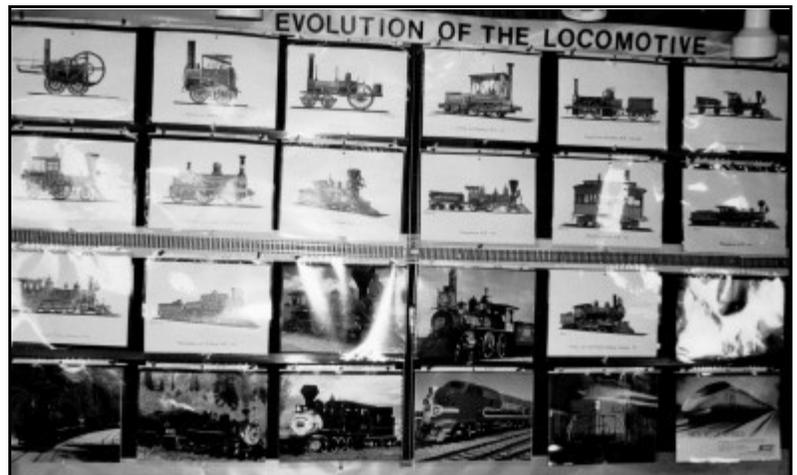
### Gift Shop Workers Needed

Marie Miner has sent out a sign-up schedule to volunteers who worked in the Gift Shop/Ticket Sales last year. However, the replies for signing up for this year are dismal!

Please give Marie a call at 671-3589 to spend a Sunday (or two, or more) from 11 AM to 5 PM. Two people are desired each day: one to handle sales in the Gift Shop and another to welcome our visitors and sell Museum Admission/Track Car ride tickets.

**This new Display of Historical Locomotives** from the first to the latest now showing at the Depot.

Developed by Don Shilling



## Call out for Track Car Operators

Jeremy Tuke sent an e-mail to his list of Track Car operators. Here is his request:

The season opening is upon us, with opening day May 13th. We are in need of operators May 13 (TC-1), May 20 (TC-1 & TC-3) and there are many openings early in the season.

VETERAN OPERATORS: I need you to please sign up for operating ASAP. We have many new operators this year who will need to come out and practice with you "old timers" so please let me know when you can operate. Of immediate need are people to operate the first couple of Sundays. I will be mailing out the TC Operators list, current schedule and your Operator's Certificates shortly. When you get these please let me know if you see any mistakes (phone numbers or whatever). Also, please let me know if you are available to operate during the week, so I can get that information to Dave Soble -- he has kindly taken on the responsibility of scheduling the many weekday trips for this season.

THANK YOU for your participation!

Jeremy Tuke, jnm2k@frontiernet.net

## This Circus Train will miss Rochester

Several newsletters are following the Red unit of the Ringling Brothers & Barnam and Bailey Circus train. After closing in Hartford, CT, it was to proceed to Rochester. However the Rochester engagement was cancelled when an agreement on ticket prices could not be reached with the management of the local arena.

## Wally Bradley Art Debuts

Wally Bradley was an illustrator for one of the local newspapers. A selection of his drawings and watercolors are now on display at the New York Museum of Transportation. An Opening Reception was held on Tuesday, May 8th at NYMT.

## National Dues to Increase?

The National Director's meeting is coming up. On the agenda is a proposal to increase the National dues for 2002 by an additional \$2.00 to \$3.00 per member. An additional \$2.00 is being considered for the year 2004. Family membership would also increase.

The National Directors held a meeting in Philadelphia, but word on this proposal has not been received.

## David Monte Verde in NY Times feature article

This article, written by Dan Barry of Utica, NY, appeared in the April 30 edition of the *New York Times*. It can be viewed on the web: <http://www.nytimes.com/2001/04/30/nyregion/30TRAI.html>. One color and a B&W photos are included.

David is a Chapter member and a past president of the Chapter. He was instrumental in our acquiring the LV #211 locomotive, which is mentioned in the article. He lives in Scottsville.

The article is entitled "Passion for Trains Is a Way to Run a Railroad" and details his "love" for trains since a youngster growing up in Dansville.

David is president and a partner in the Genesee Valley Transportation Company, which at last count had 27 locomotives, hundreds of box cars and control of nearly 300 miles of track encompassing five railroads. One railroad is the Depew, Lancaster & Western Railroad serving Batavia using a portion of the former Delaware, Lackawanna & Western trackage. Another is the Delaware-Lackawanna Railroad between Scranton, PA and the Poconos; also using some former DL&W trackage.

This latter railroad will be the center of GVT Rail System's "Lackawanna and Alco Celebration" on August 10 through 12. (See Page 7).

Another road, which should be familiar with Rand Warner in his old stomping grounds, is now the Mohawk, Adirondack & Northern Railroad out of Utica. This road

## Trustees Election

Enclosed is the ballot for election of two trustees. The nominees are Charles Harshbarger and Art Mummery, both incumbents.

Space is available for write-ins.

Bring ballot to May meeting on May 17 or mail to Rochester Chapter, PO Box 23326, Rochester, NY 14692-3326 to arrive before May 17.

## O. Winston Link Photos and Bio on web

Carolina Arts has a web page devoted to biography with some of his famous photographs on their site. The address is: <http://www.carolinaarts.com/winstonlink.html> (without the "-").

## Edward VanLeer

Mr. VanLeer died April 28; a memorial service was held on May 5.

Ed was presented with the NRHS 50-year pin several years ago. Although a member of the Chapter, his main interest was with railroad modeling. A selection of his models are displayed at NYMT in the model RR room.

He was a past president of the National Model Railroad Association. One of his prized models was a scratch-built steam locomotive in HO scale.

Our condolence to his family: wife, Grace; daughter, Kathie Palozzilo and grand and great grandchildren.

## Membership Report

Beth Krueger, Chair  
Janet Dittmer, Assistant

Welcome to this New Member:

Jeff Kitze  
183656 NCC B15  
PO Box 488  
Burkeville, VA 23922-0488  
716-233-1814

Interested in Traction & Steam; Publications; Electrical, Electronics, Mechanical; Is computer literate and systems engineer.

The NRHS National office was late in sending second notices for late Year 2001 dues.

## Your Name Highlighted in Address?

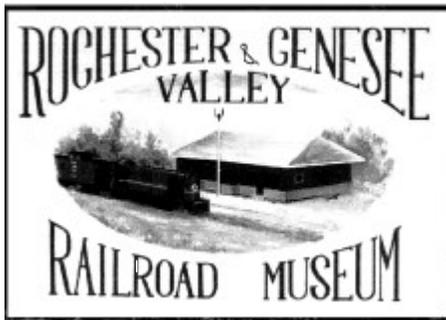
If your Name is Highlighted with a marker, fear not; you are a-OK with our Membership chairs for the remainder of this year.

If your name is **NOT** Highlighted, then your membership with the Chapter and the National has **EXPIRED!** and you should not be receiving this issue of *The Semaphore* (if everything goes as planned!) If you disagree, please contact Janet Dittmer at your earliest convenience. Her phone number is 288-0318, or e-mail: <daveluca@frontiernet.net>.

(Janet's phone number was in error in the April issue.)

NOTE to Exchange Newsletters. Please contact the Editor if you wish to exchange, or continue to exchange, swapping newsletters. Because of increase costs, some chapters may wish to discontinue exchanges.

This Editor advises that you send newsletters directly to him at: Gale E. Smith,



Rand Warner, Director, 425-8587

## Northwest Quadrant

Joe Scanlon, Manager

Major progress is being made on the general cleanup and rearrangement of heavy equipment on the west side of the LA&L RR.

The ground is dry again—we really don't miss the six inches of mud! Dan Waterstraat has relocated an enormous amount of stored material, opening up much of the area for turn-around of the equipment to face east.

Art Mummery's plan for a storage track for trolley, passenger and freight trucks is being implemented as Dan Waterstraat and Rand Warner mark and relocate ties and rails for installation opposite the two trolley cars.

Art and Co. are already beginning to relocate the heavy equipment in support to the "Hartnett Concept".

Joe, Art, Rand Warner and Bob Mader reviewed disposition for a number of pieces of our excess/unused/non-functional heavy equipment. We will dispose of non-historic equipment for sale, donation, scrap or salvage, as appropriate. Historic items will be saved as appropriate to our mini-industries concept.

We are on a major roll here, in anticipation of looking much better to our regular visitors, and especially our visitors from the Antique and Historical Construction Equipment Convention to be held in Canandaigua this summer.

We are hoping to get our best pieces lined up and painted in time for this summer's show.

## Quiz

Bennett H. Young was once president of the Southern Railroad. During the Civil War, he was a lieutenant in the Confederate Army, where he became famous for what deed?

Answer on Page 5.

## Sat. April 28 Blitz Project for 2001 Season Opening

This Saturday was a gorgeous day for the fourth Blitz Project of the year—aimed at getting the Depot and surrounding areas and exhibits ready for the season opening.

Norm Shaddick and Bob Miner got the E-L MU car all cleaned inside and Jeff Carpenter washed it on the outside.

Chris Hauf worked on displays for the DL&W baggage car and REA baggage cart.

John Redden, Steve Huse, Ed Van Horn and Jeff Carpenter removed locomotive, track and transfer caboose parts from cluttering up the yard area.

Bernie Cubitt cleaned out the area on the east side of Track #5, and also around the RL&B waiting room.

Al Pastorell, Paul Schmidt and Rand Warner washed all the Depot windows and screens inside and out.

Dave Luca & Co. have the Depot interior looking ship shape again.

Young Railfan Nathan Dunn painted the boarding steps to the *Pine Falls*.

Bob Miner has the interior of the *Pine Falls* looking good again, from the aftermath of the Year End Party.

Norm Shaddick was touching up the exterior of Army loco #1843.

A whole work party went to work on the exterior of the FGEX wood reefer.

Art Mummery, Joe Scanlon, Tom Tucker and Bob Mader continued rearrangements of Construction Equipment on the west side of the LA&L RR.

## Electrification

Rand Warner, Facilitator

Neil Bellenger & Co. are continuing the rehab of the Ford auger truck. Exhaust and hydraulics are done; fuel system is done. Sheet metal and tire repairs are still in process.

The first major overhead line crew effort was Saturday, April 28, with Scott Gleason, Neil Bellenger, Dan Waterstraat, Charlie Lowe, Dick Holbert and Randy Bogucki using our two bucket trucks. Using design provided by Charlie Lowe, and prefab bracket arm assemblies and down-guy assemblies from the NYMT shops, they were extending the overhead south several poles towards Giles Crossing.

Plans are in process for our Saturday, June 30, and Sunday, July 1, Trolley Days Special Event operations and support efforts.

The rail bond crew of Rand Warner, Bob Miner, Dick Luchterhand and Randy Bogucki will be getting out to continue rail bonds to Giles Crossing.

We also want to cross-strap the two running rails every 500 feet, and add more earth grounds.

Trolley #168 continues to get electrical and mechanical attention, inspection and lube from Bob Miner & Co.

We will be firing up the substation and beginning subsystem checkouts in May.

In June, we will be doing practice runs and training exercises, and also checking out the interleaving of track car operations with trolley operations.

Here's to a great "Trolley Days" !!

## RL&B Interurban #206

Bernie Cubitt, Foreman

### Progress:

Bernie Cubitt is making more drawings for wooden parts to be replaced or replicated: partitions, windows, doors, posts, etc.

Bernie and John Weber are making drawings for metal parts to be fabricated: bolsters, queen posts, truss rods, truss rod anchors, coupler hangers, etc.

Rand Warner is getting quotes for metal parts, and rounding up resources for remaining missing parts.

Elmira, Corning & Waverly Car #107 at NYMT is providing pattern information for metal parts. RL&B Car #206 is providing pattern info for wood parts.

Bernie is drawing up details of truck and bolster installation.

### Plans:

Fabricate all wooden parts and subassemblies needed using our own capabilities.

Fabricate as many metal parts ourselves as we can.

Continue to acquire missing parts from outside sources.

Set up short length of track on west side of LA&L RR opposite Car #206 to store trucks. We can then swing the car body on to trucks with crane(s), once bolsters are mounted and truss rods are installed.

Pick up additional parts for car under floor details from our next salvage trip to Pittsburgh the weekend of May 19.

Consider removal of sweeper motors in line car #01 for use in trucks for car #206.

## Steam Team

ALL (that is 100%) of the 264 flues are cut on both ends for removal from the Vulcan #12, AND the flues are now coming out of the boiler at last!

This is a MAJOR milestone accomplishment, thanks to the tireless efforts of John Redden, Ron Amberger and Kevin Klees. This is NOT really "top of our list" work for cold winter days in upstate Western New York, but they did it regardless.

Our congratulations to you all!

The next major effort is the temporary removal of the cab, then we can get the boiler lagging off. And then we can get professional help on determining boiler condition, and necessary boiler and firebox repairs, to make the locomotive certifiable for operation.

Meanwhile we are actively raising money for the necessary work through:

Our pop can refund program through Dave Luca and Janet Dittmer.

Our T-shirt program through Chris Hauf.

We are also looking at other funding possibilities, thorough the Development Committee, and possibly the Trips Committee.

Let's hear your brainstorm ideas and suggestion on this exciting program.



## Critter Crew

The BL Plymouth crew, spearheaded by Kevin Klees and John Redden, and assisted by Art Mummery and probably another dozen volunteers and Young Railfans, is really making noticeable progress.

The Buda prime mover is out and all disassembled. The accessory items look OK. Pistons, crank, rods and bearings are good. The block will require sleeving the No. 1 cylinder but the other three cylinders are good.

We have a large, suitable, temporary radiator on hand. The generator and starter are intact and can be rebuilt locally. Running gear is complete and all rebuildable, except for chains. Kevin Klees has a source lined up for acquiring the heavy drive chains to fit the sprockets, which are still good.

The cab sheet metal needs work and the hood needs to be replaced with the proper authentic version, which will have to be fabricated from scratch. The exhaust manifold needs repair and we need a gasoline carburetor. The sand boxes have been removed to provide full access to the brake rigging for necessary rehab and repair. We may want to augment the hand operated brakes with an air assist.

Can't you just see this rare and antique Model BL Plymouth pulling our little side-dump car, for rip-rap work and other suitable activities.

The possibilities are looking better and better every week!!

*Working hard to maneuver the flues into position, Kevin Klees sits inside the smoke box of the R&GV RR Museum's 0-4-0T #12. To Kevin's right is the count of the flue ends cut. The good news shows that the job has been completed! Now all the flues must be removed so the boiler can be inspected. A tough job in itself!*



*With a big thumbs up, Kevin Klees has several of the flues from the #12 removed with more to come. Thanks to the combined efforts of Kevin and John Redden, the #12's restoration is moving forward, but we need more hands and more money to make it steam again. Can you help? (Chris Hauf photos)*

## Young Railfans

*Dale Hartnett, Coordinator*

Our Young Railfans (and some dads, too) are really pouring on the coal this year.

Kevin Herzog is prepping and priming our low-boy trailer, and has been, all through the winter.

Mark Wiecezorek has been working with Tom Webster on the TC-2 cooling system and fuel system.

Nathan Dunn is painting our boarding steps for the Pine Falls and DL&W baggage car.

Mike and Tom Downes, Jesse and Charlie Marks and Andrew Slominski have all been working on prepping and priming the FGEX wood reefer.

**Be Sure to Attend the Pancake Breakfast on Saturday, May 12 from 8 to 10 AM. Proceeds assist the Young Railfans program.**

## Bulldozers/Crawlers

Can you believe it? We now have on the property, order of size, the following units:

ATC - Almost ready to go into service.

Cat 15 - Just now acquired, but needs much work. (See Page 6 for photos)

Cat D-2 - Running and in use.

Cat D-4 - Getting end-to-end overhaul now.

Cat D-6 - Running and in use.

Cat D-6 - Spare parts machine.

Army Unit - Apart now for motor work.

Cat D-8 - Runnable but not yet in use.

Cat D-8 - Runnable but not yet in use.

That's a total of nine machines not including the historic Cat 60 at NYMT.

Tom Tucker found the Cat 15 east of Canadaigua this Spring. Joe Scanlon hauled it in on Saturday, April 28, and on Sunday April 29, Tom had it cleaned and painted. Surely a one day turn-around record for all of us to rejoice in and be inspired by!! Way to go Tom!!

**Reserve June 2  
Annual Banquet at  
Gateway Inn**

## Track & Right-of-way

*Rand Warner, Acting Supt.*

Track #6 has been extended another several lengths since the last *The Semaphore*, by John Redden, Rand Warner and crew.

Rails on the east side of the Restoration Facility are being marked, to be relocated and reorganized to get them out of our way, and to be conveniently stacked for future use on our various projects.

With the good weather finally here at last, we can begin preparations to install our next panelized switch for Track #7.

We can also extend the west side track in the barn, out the north door, to permit outdoor cutting and welding work on the PRR N5c caboose.

Similarly, upon completion of lagging removal for the two steam locos, and installation of the Burro crane into operational service, we can roll out Trolley #60 for out door cutting and welding work.

As mentioned elsewhere, we will be building a temporary length of storage track, to the west of LA&L RR opposite our two trolleys. This track will hold our loose freight, passenger, and trolley trucks, nine in all.

A high priority is to get additional rip-rap installed on our west facing slopes at all culverts, and also at the slide area north of the piling. We have the rip-rap on hand and will place it using our side dump car.

Tuesday evening track work sessions can now resume in all sections foreman areas.

Maintenance-of-way equipment is being readied for track work service.

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### Central NY Chapter's "Green Block" has electronic edition.

Each Wednesday, *The Green Block's* editor, George Read, distributes Chapter news and information on the Web. Their members can subscribed through: [gbrhs@twcny.rr.com](mailto:gbrhs@twcny.rr.com).

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### Answer to Quiz on Page 3

Lt. Young was the leader of a Confederate raid on the town of St. Albans, Vermont in October 1864, where they robbed three bank before retreating to Canada, from which they came.

Lt. Young was also a member of Morgan's 1863 Ohio raid. He was captured but escaped from Camp Douglas in Chicago and fled to Canada. [*Civil War Times*, June, 2001, pgs. 42-48]

## Thanks to ...

**Al Pastorell** for timbers, planks, doors, pipes, panels and a small table saw for use on RL&B #206.

**Terry Warner** for donation of back pack, double action, water power fire extinguisher.

**Greg Norsen and Alstrom Signaling Division** for yet another trailer load of electrical and mechanical donations.

**Art Mummery** for arranging donation of an International gasoline powered conventional style backhoe tractor.

**Don Zenel and Chamtek Mfg. Co.** for donation of air compressor tank for main reservoir for RL&B Trolley #206.

**Keth Blackall and Dick Beidenbach of Rochester Gas & Electric** for arranging donation of antique, but already rebuilt, wooden water tower and legs.

**Friend of R&GVRM** for donation of motorman's gong for RL&B #206.

**Don Shilling** for mounting all of Sam Grover's old *Semaphore* issues into notebooks so we have a reference set at the Depot for the Engineering Dept.

**Nancy Barrett** for sewing hems on red flags for train crew use.

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## More Thanks to:

**George Knab** for use of his tandem axle equipment trailer to move items around the equipment yard.

**Tom Tucker** for arranging donation of a vintage Caterpillar crawler tractor.

**Dan Swanger and The International Union of Operating Engineers Local 832** for donation of a surveyor's transit and tripod to the museum.

**Steve Huse** for offering to pick up a donated item from Erie, PA.

**Art Mummery** for leads on various equipment donations.

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## Unusual Rail-Highway Grade-X Accident

An unusual rail-highway grade crossing crash occurred in Memphis, TN.

A vehicle attempting to beat a train to a crossing by driving around activated crossing gates struck another vehicle also driving around the gates from the opposite side of the crossing. The two occupants of the first vehicle were killed in the crash. The crash having occurred just off the crossing itself, the Canadian National-Illinois Central train that activated the gates then passed by without incident. [*Memphis Commercial Appeal*, Tues., April 10, 2001 via for RailroadHistorical-Editors web page]

## Wanted

- Hilti impact driver for drilling masonry
- Girder drill with magnetic clutch base; to run on 120 volts
- Power miter saw set up for wood; to run on 120 volts
- Joiner/shaper for wood; to run on 120 volts
- Single or double axles pole trailer for our line crew
- Sponsors for Rochester Transit Corporation Subway Car #60 sheet metal expenditures.

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### Some Odd-ball State Railroad Laws:

**Kansas:** When two trains are approaching each other at a crossing, they shall both come to a full stop and neither shall start up until the other is gone.

**Indiana:** It is against the law to attack a train.

**Texas:** Cocoa mats must not be used in waiting rooms.

**Maryland:** It is illegal to knock a train off the tracks.

**Nebraska:** Trainmen are permitted to go muskrat hunting.

**Louisiana:** Every depot shall be equipped with a cuspidor.

**Texas:** One cuspidor for every three seats in parlor cars, and one for every two seats in the smoker.

**Connecticut:** It is forbidden to lean hour handcar to a friend, or leave it on a highway.

**Rhode Island:** It is a crime to run a passenger coach between the locomotive and a carload of dirt.

**Pennsylvania:** It is illegal for any railroad to haul any vehicle except a railway car.

[ *Tracks*, C&O RR Magazine, via Tampa Bay Chapter's *The Orderboard* and Baltimore Chapter's *Interchange*, Central Coast Chapter's *The Ferroequinologist via The Golden Spike*, Mar/Apr 2001.]

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### Star Headlight Expands Product Line

The Star Headlight & Lantern Co. first product was kerosene hand lanterns in 1889 for the railroads. Now that product is a series of battery lanterns, and is the country's sole producer with the acquisition of Conger Lantern Co. Last year, it acquired Signal Vehicle Products of Florida and expects to expand its line with emergency lights and sirens.

The Company recently moved from Honeoye Falls to a larger facility in Avon. It originally started in Rochester. [*Democrat & Chronicle*, March 19, 2001, page 12D]

# Construction Division

## CONSTRUCTION & EQUIPMENT

By Joe Scanlon

To make things more orderly the equipment display yard continues to be reorganized with Heavy Equipment Superintendent Art Mummy leading the movement and layout of the equipment display and Dan Waterstraat relocating all kinds of items out of the way.

A couple of new items have been donated to the chapter. Tom Tucker has accepted the donation of a 1930's vintage Caterpillar model 15 gasoline powered crawler tractor on behalf of the museum. This is a very small crawler, the second smallest that Caterpillar built (with the model 10 being the smallest.) This tractor is definitely a museum piece and is a very popular collectible. Joe Scanlon's tilt bed truck was pressed in to service to retrieve the tractor from East of Syracuse. The tractor has been spotted on George Knab's dual axle equipment trailer so that it can easily be moved around to work

on. Although complete, the model 15 will require total restoration, which Tom plans on doing next winter. The donation also included a spare engine and a transmission and final drive assembly. He is already searching for parts for this project.

Also, the chapter has long been looking for a surveyor's transit to call its own. Mr. Dan Swauger, Training Director for the International Union of Operating Engineer's local 832 has donated a Brunson, one minute transit and tripod to the museum in good operating condition. Joe Scanlon will be glad to offer training to anyone interested in learning how to operate it.

There's lots of activity on Tuesday evenings and Saturdays with the heavy equipment. Come on out and join in the fun!

*The R&GV RR Museum's new 1932 Cat 15 tractor arrives on the bed of Joe Scanlon's truck. Through the work of Tom Tucker, this historic piece was donated to the Museum*



*Tom Tucker preps the Cat 15 for new paint the day after its arrival from outside of Syracuse.*

*Just a day after its arrival, the Museum's new Cat 15 sits in the sun in its fresh coat of Cat yellow. Prepped and painted by Tom Tucker, the 15 will be on display this year with future plans to restore this historic tractor to operating condition. The 15 is complete sans a radiator core.*



Photos & Captions by Chris Hauf

## Western New York & Pennsylvania RR

This new shortline is a wholly owned subsidiary of the Livonia, Avon & Lakeville and was formed to lease and operate the Norfolk Southern Olean Secondary from Hornell, NY to Corry, PA.

The trackage requires refurbishing and will be done in three phases/sections. The first operation will be over the Jamestown to

Olean, while trackwork is being done on Jamestown to Corry segment.

Initially, LA&L will provide local service with a pair of Alco C424M's. The road has two other C424M's from Guilford that will be overhauled. With these expansions and expected increase in business, the road expects to acquire another three to five Alco Centuries in the next two years. [*Railfan & Railroad*, May 2001, Page 26.]

## OLS Billboards

Operation Lifesaver is adding billboards to its programs; the first being in Richmond, VA on I-64 and another in Portsmouth, near trackage that has had a trespassing problem. The 14x48 billboards state that trespassing is illegal, subjecting violators to a \$250 fine. More will appear shortly. [*The Transfer Table*, via *Highball*, April 2001.]

## Lackawanna & ALCO Celebration

In conjunction with the 150<sup>th</sup> Anniversary of the Delaware Lackawanna & Western Railroad, and the 100<sup>th</sup> Anniversary of the American Locomotive Company (ALCO), GVT Rail System has planned, on August 10<sup>th</sup>, 11<sup>th</sup> and 12<sup>th</sup>, a special weekend to celebrate these events. The events will be held at GVT's "the" Delaware-Lackawanna Railroad in Scranton, PA.

GVT uses ALCOs on all of its rail lines, being one of the largest operators of ALCO locomotives in North America. Also, two of GVT's rail lines operate over ex-Lackawanna track, the Depew Lancaster & Western Railroad with five miles in suburban Buffalo, and "the" Delaware-Lackawanna Railroad with 50 miles between Scranton and Analomink, PA. These tracks were once a part of the Lackawanna's Route of the *Phoebe Snow* between New York and Buffalo.

Events include two rare mileage excursion trips (with photo run-bys) pulled by multiple ALCO lash-ups (including models: C420, C424, C425, C430, C630, and RS-3), a Friday evening slide show, and day and night photo-sessions at Scranton's Bridge 60, featuring "under and over" sots. Night photo-session will be limited to 50 participants.

Price for excursion trips is \$130.00; night photo-session \$15.00 additional.

For more information and Agenda and to purchase tickets, contact GVT by:

E-mail: [DL&W-ALCO@gvtrail.com](mailto:DL&W-ALCO@gvtrail.com)

USPS, send a self-addressed, stamped envelope to:

GVT Rail System  
DL&W-ALCO Days  
8364 Lewiston Road  
Batavia, NY 14020

## ALCO Centennial: May 18-26

May 26, 2001 will mark the official centennial of the American Locomotive Company.

The week-long celebration will be held in Schenectady, N.Y., the headquarters of Alco and will start on Friday, May 18 and last thru Saturday, May 26. Events scheduled include a train ride, talks by William Withuhn of the Smithsonian, "trolley" tours, a birthday party with cake, tours of the old ALCO plant, reprinting of two ALCO history books, exhibits at the Schenectady Museum and other activities. [Bridge Line Historical Society *Bulletin*, Feb. 2001 and *Tower Topics*, April 2001]

## Surviving New York Central Steam Locomotives

by Paul Michaelis, 1996; submitted by Richard Palmer to Central NY Chapter's *The Green Block*, February 2001.

### New York Central System:

Road No.; Class & Type; Builder and Date; Location; Note.

6894 B-10w 0-6-0 Alco-Pittsburgh, 1912 Hagerstown, MD 1

6721 B-11x 0-6-0 Alco-Schenectady, 1913 Utica, NY 2

999 C-14a West Albany, 1893 Chicago, IL 3

2976 G-6k 2-8-0 Alco-Brooks, 1910 Fairview, OK 4

5780 G-43a 2-8-0 Alco-Brooks, 1901 Chamberlain Lake, ME 5

8085 I-80a 4-4-2 Alco-Schenectady, 1902 Dearborn, MI 6

2933 L-2d 4-8-2 Alco-Schenectady, 1929 St. Louis, MO 7

3001 L-3a 4-8-2 Alco-Schenectady, 1940 Elkhart, IN 8

### New York Central System Subsidiary Roads

B&A 39 4-4-0 Boston & Albany, 1876 St. Louis, MO 9

IHB 15 F-53 4-6-0 Alco-Schenectady, 1897 Chamberlain Lake, ME 5

P&LE 9153 F-102 4-6-0 Alco, 1896 Delson, Quebec 10

LE&W 5541 H-6a 2-8-2 Baldwin 1918 Beach Grove, IN 11

Despatch Shops #5 0-4-0T Vulcan, 1923 Henrietta, NY 12

### New York Central System Predecessor Roads

"Dewitt Clinton" 0-4-0 West Point, 1831 Dearborn, MI 13

"ioneer" (U&S #7) 4-2-0 Baldwin, 1837 Chicago, IL 14

### Notes:

1. Privately owned, stored at ex-Western Maryland RR roundhouse.
2. On display at Carillon Park for many years, formerly displayed at North Freedom, WI. Now at Utica, NY Union Station.
3. On display at Museum of Science and Technology.
4. Sold to KCM&O 1927, later ATSF #2522, so displayed.
5. Sold to Eagle Lake & West Branch RR, 1928, Abandoned.
6. Sold to DT&I (but apparently never operated by them); Displayed at the Henry Ford Museum as DT&I #45.
7. On display at National Museum of Transport.
8. Sold to T&P 1957 (but never operated by them); displayed in Dallas until 1982 as T&P #908, now restored as NYC #3001.
9. Named "Marmora". On display at National Museum of Transport
10. On display at the Canadian Railway Museum, Delson, Quebec as Maritime Railway #5.
11. With sale of LE&W in 1922, became NKP #587. Currently operable.
12. Was the Merchants Despatch Shops yard goat. Now privately owned.
13. Replica, rebuilt 1893 with some original parts. Displayed at Ford Museum.
14. Built for Utica & Schenectady. Sold 1864 to C&NW predecessor G&CU. Named "Pioneer".

## CSX sues NYS over Taxes

After warning New York State about excessive property taxes, CSX has went to court on Feb. 14<sup>th</sup>. Triggering it was some local tax bills were double of the previous year. NYS accounting laws treat railroads differently from other commercial properties. Tax law depreciates track over 99 years compared with a national standard of seven. Rail structures are taxed at the estimated cost to replace them rather than present market

value, and any rail improvement is assessed at 110% of its value to cover design costs.

Passengers are affected as CSX states that no passenger rail improvement that increases the value of its property will go ahead until the tax issue is resolved.

CSX favored a legislature solution; consensus is it will win in court.

[*The ESPA Express*, March/April 2001.]

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Chapter Meeting & Program:

**To Be Announced**

**May 17, 2001**

**40 & 8 Club**

**933 Universtiy Ave.**

If your name is **NOT highlighted**, this is your **last** issue - see Page 2!

**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.

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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 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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