



# The Semaphore

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

July 2001  
Volume 43, No. 11

## Program for July 19:

### Enjoying Our Railroad

Session No. 2

For July and again in August, we will meet at the Rochester & Genesee Valley RR Museum at the Depot on Route 251.

And again, we will enjoy the results of the tremendous amount of work and effort that our devoted volunteers have done during the past year.

What will be running at each meeting is dependent upon the weather and availability. At the June meeting, we rode the cabooses as brief rain showers came through at times. So you will have to come out for a first-hand look!

A brief business meeting will occur.

Start time: about 7 PM and continues till the last one leaves.

## 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, July 23

Library Phone: 872-4641



Preparations for the "Trolleys Return to Rochester" by Chapter members cooperating with NYMT personnel were well planned and smoothly executed. Almost 700 visitors attended—even with the brief rain storm on Sunday afternoon. Give ourselves a "pat-on-the-back"! Next year: Cars 161 & 168??

## June 30, 1931? NOPE, June 30, 2001!!!



NYMT volunteer Charlie Lowe brought his vintage Ford Model A out and posed it at Giles Crossing for some pictures with Car 168. This could have been any interurban crossing in America once upon a time. *Chris Hauf digital photo.*

**On June 30, 1956, the last trolley ran in Rochester on the Subway. Forty-five years later, to the date —**

## “Trolleys Return to Rochester”

After several months of very intensive preparations, a four-day event highlighting operation of P&W Interurban #168, on about 1500 feet of electrified track at the NYMT end, officially opened our trolley offering to the visiting public. This combined NYMT/R&GVRM event was attended by almost 700 people over the four days: Members Night, Thursday, June 28; Media Day on Friday, June 29; and Public Days on Saturday and Sunday, June 30/July 1.

(Continued on Page 3)

## ***A Note from the New York Museum of Transportation***

The New York Museum of Transportation would like to express their most sincere appreciation to the Rochester & Genesee Valley Railroad Museum for their generous support of the "Trolleys Return to Rochester" event of June 30 and July 1.

In particular thanks to the following R&GVRM members:

A special note of appreciation to Rand Warner whose enthusiasm, leadership and attention made this event possible.

The wire stringing crew included Neil Bellenger, Randy Bogucki, Scott Gleason, Charles Harshbarger, Richard Holbert, James Johnson, and Dan Waterstraat. Charles Lowe from NYMT was also a member of the team.

The generator crew included Bellenger, Gleason, Harshbarger, Holbert, Johnson, and Waterstraat from the above with the addition of Bob Mader and Art Mummery. This accomplishment took much work by these contributors. The generator crew had to baby sit, for many hours, the noisy diesel generator while the bugs in Car 168 were found and the operators were trained.

It was a good show that the visitors enjoyed and we at NYMT are grateful for your help.

## Fall Foliage Train-Coach Projects

Input from Bob Miner

The clock is ticking, the days are flying by. Soon it will be September and the Fall rides will be ready to run. The question is, will the coaches be ready?

Wednesdays are NYC Coach work days. If you are retired or not at work on Wednesdays, come out to Webster and work on the cars.

Look this list over, check what you would like to work on, and give Bob Miner a call at 671-3589. Possible selections are:

- Vacuum and mop the floors.
- Fix the broken chlorinator on the toilet.
- Install diaphragms between the cars.
- Change out a window with new Lexan.
- Fix a water leak in the water line under a car.
- Get out a broken grease fitting on a gen-motor.
- Finish HEP (headend power) wiring on Car One.
- Finish the counter in Car 3.
- Wash the batteries.
- Put water in the batteries.
- Replace the bolts on the draft gear strap on ABC.
- Put new piston packing cups on the slack adjuster engines on the brake cylinders.
- Remove the old "Empire State Rail Car" signs.
- The windows that have not been replaced must be polished in late August or early September so the passengers can see out.

We need people to take on a task and follow it through to completion. Most of the tasks will require more than one visit to finish.

If you decide to come out on a Wednesday afternoon, call Bob Miner (671-3589) and let him know so he can be there. Work can also be done in early evening until dusk.

## FF Trips Important Revenue Source

The Fall Foliage Train rides bring in the most revenue. The Chapter needs to support many activities, including your favorite project. And as you know, the number of projects keeps expanding! If you do not keep the NYC Coaches running, the cash will NOT be there to fund these projects.

## Depot Tour Guides

Here is the June and July Schedule for Tour Guides at the Depot. The hours are 11:30 AM to 5:00 PM.

### Sunday, July 15:

**Tom & Tony Way**  
**Lynn Heintz**

### Sunday, July 22:

**John Becker**  
**Gale Smith**

### Sunday, July 29:

**Otto Vondrak**

*If you encounter a conflict, please trade with one of the other people listed here.*

## Fall Foliage Trips Info:

Here is the schedule for the upcoming Fall Foliage Train Rides between Sodus and Newark using the former Empire State Express coaches.

### Dates:

Saturdays: Oct. 6 & 13

Sundays: Sept. 16, 23, 30, Oct. 7, 14, 21, 28

Overflow is Sat. Oct. 20 (not advertised)

**Times:** 11:30am and 2:15pm

**Information call:** 716-224-0581

### Special days:

**Grandparents Weekend:** Sept. 16  
Grandparent 1/2 price with grandchild's ticket.

**Special Family Fare day:** Sept. 23  
Kids are \$3.00

**1940's Revisited:** Sept. 30

**Halloween Express:** Oct. 28

**Prices:** adults \$10.00; kids (3-15 years old) \$6.00; under 3 are free if they sit on a lap.

**For order forms:** Send a self addressed, stamped envelope to:

**NRHS Trip Information, PO Box 1161  
Webster, NY 14580**

## Call out for Track Car Operators.

If you are a certified TC operator, please sign up for a session or two. For weekends, call Jeremy Tuke, 359-8944, jnm2k@frontiernet.net; for weekdays, call Dave Soble, 244-2117.

## Membership Report

*Beth Krueger, Chair  
Janet Dittmer, Assistant\**

*These New Members will be voted in at the July Meeting:*

### **Joe Werner**

63 Loden Lane  
Rochester, NY 14623 321-1876

Interested in: Rolling stock restoration, Trips, Museum tour guiding, Museum operations.

### **Jon F. Wright**

P O Box 21

Hammondsport, NY 14840 607-592-5149  
Interests: electrical engineer, technician

### **Charles Woolever**

180G Westview Commons Blvd.  
Rochester, NY 14624

594-4721 charles@existingstations.com  
Charles will be a local member, with his national membership with O&W Chapter. Interests are: Rolling stock restoration, Publications and Historical research.

### **Linda & Richard Guerin**

245 Est St., Apt. 102

Honeoye Falls, NY 14472; 582-2875

Interests: Rolling stock restoration, Trips.

Name correction: Thomas Ewart's name was spelt incorrect in the newsletter.

### **Welcome Aboard!**

\* Address changes or corrections should be sent to Janet Dittmer, 983 N. Winton Rd, Rochester, NY 14609-6824; 716-288-0318; <daveluca@frontiernet.net>

## Lake Shore Chapter to Visit the Museums

The Lake Shore Chapter, NRHS of Northeast, PA, is planning a trip to the Rochester area for Saturday, July 21. Coming by bus, their first stop in the morning is at NYMT, then track car rides to our Depot. They will then board the bus for a stop at Genesee Country Village and Museum, where they will have lunch at one of the two former railroad stations.

Here is wishing they have an enjoyable visit and leave with a favorable impression.

This Chapter has a fine museum in a former brick depot with some outstanding displays. Also quite a collection of rolling stock including a 'little Joe' electric locomotive. On Mother's and Father's Days, they prepare diners in their dining car, which are well received.

# “Trolleys Return to Rochester”

(Continued from Page 1)

Scott Gleason and the line crew had extended the overhead by several hundred feet so the trolley poles would not have to reversed standing on a grade. Thanks to Scott, Dan Waterstraat, Dick Holbert, Neil Bellenger, Randy Bogucki, Rand Warner, Charlie Lowe, Jim Johnson and Charles Harshbarger.

Neil Bellenger and company took charge of the substation diesel generator, rectifier and switchgear. Thanks to Neil, Dick Holbert, Dan Waterstraat, Charles Harshbarger, Art Mummery, Rand Warner, Scott Gleason, Jim Johnson. The substation was operated for several days of trolley checkout and motorman training in addition to the four day event itself.

Rand Warner headed up rail bonding, assisted by Bob Miner, Dick Luchterhand and Randy Bogucki. Weak rail bonds were replace, and new rail bonds were installed on the electrified extension.

Bob Miner spearheaded repairs and preparation of Car #168, assisted by Charles Robinson and others.

Charles Robinson provided training of motormen and conductors, assisted by Bob Miner and others.

Parking lot people included Scott Gleason, Brian Gleason, Ira Cohen, Steve Huse, Jerry Gillette and Dee Mowers.

Bob Mader donated a large screened tent enclosure for the substation and also directed erection of a frame and roof over the substation. This allowed us to operated the substation and trolley in rainy weather—which we did have. Thanks to Bob, Rand Warner, Dick Holbert, Neil Bellenger and others.

Scott Gleason, Neil Bellenger, Dan Waterstraat and company erected platforms for the new track car boarding area near Giles Crossing, cleared brush, graded, and put in new culverts and stone for the areas.

A shuttle bus service was operated between the NYMT barn and the track car boarding area, using the new-to-us 14-passenger diesel bus acquired through Joe Scanlon. Tom Tucker coordinated the drivers, including himself, Bob Mader, and Scott Gleason.

First aid and emergency support was provided by the Rush Ambulance Volunteers, with their full crew and vehicle on site for Saturday and Sunday. Steve Oagley and Rand Warner coordinated support.

John Redden, Norm Shaddick, Rick Israelson, Chris Hauf, Rand Warner and others provided train service to spot the Erie caboose, decorated by Chris Hauf, at Giles Crossing, and to have EKC #6 loco on standby for emergencies.

Bob Miner moved our ticket trailer in to NYMT so Dave Luca could use it to sell refreshments right next to the trolley boarding area.

Dale Hartnett provided signage for track cars; Rand Warner set up safety cones for bus routes; and Scott Gleason and Dan Waterstraat set up safety rope boundaries at track car boarding area.

Neil Bellenger and Scott Gleason provided a bucket truck to support an overhead wiring demo display.

Idling diesel locomotives at R&GVRM offered cab tours by Chris Hauf on EKC #9 and Gene Redden for NKP #79.

Jim Dierks, Event Coordinator, scripted the overall event, assisted by Ted Strang for NYMT, and Dale Hartnett and Rand Warner for R&GVRM.

Don Shilling provided Depot tour guides, including himself, Lynn Heintz, Al O'Brien, Mike Root, Gale Smith, Tom Forsyth, John Weber, John Stewart, Dan Cosgrove, Dee Mowers, Tom Webster and Steve Huse.

Jeremy Tuke provided track car operators for up to three sets of track cars, including Dale Hartnett, John Redden, Tom Saul, Jack Tripp, Mike Byrne, Otto Vandrak, Mike Murphy, Phil McCabe.

Dale Hartnett coordinated all activities for track car operations, Depot tours, and track car boarding/starting operations.

Rand Warner coordinated efforts for substation, first aid, train operations, and any emergencies.

Extra people deployed to the new track car loading area at Giles Crossing included Brett Hendershott, Otto Vandrak, Ryan Kane, Brian Gleason, John Redden, Dale Hartnett



Jerry Gillette flags the NYMT entrance as Car 168 approaches NYMT. Chris Hauf photo

and Chris Hauf.

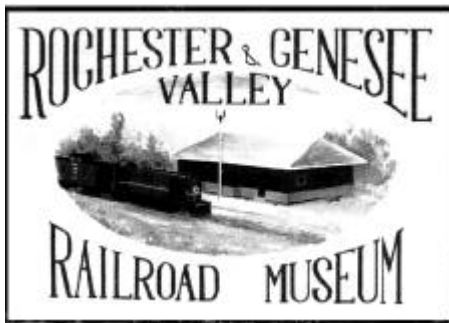
Detail of NYMT efforts will be covered in the next NYMT's *HEADEND* issue; including preparation, checkout and operation of Trolley #168, crossing guards, parking lot attendants, special displays and brochures, cards in Car #168 advertising slots, ticketing, media presentation/ceremony, trolley boarding attendants, trolley motormen and conductors, and their training, special audio and video effects, etc. Many of our NRHS members participated in these activities.

Thanks to a huge amount of effort by a huge number of people, over a lengthy time period, this very special event came off very smoothly. **A great job by all!**

We hope this long weekend event will bring us new members, new volunteers, juice fan appreciation, community awareness, national recognition, repeat visitors, and more local support by government, education, industry, private and public foundations, and individuals. That in turn will allow us to further improve our VISITOR EXPERIENCE—a continuing snow ball effect.

Patrons waiting to board Car 168 at NYMT. Chris Hauf digital photo





Rand Warner, Director, 425-8587

## Safety Update

John Redden, Coordinator

Part of our emergency preparedness includes adequate deployment of fire extinguishers, first aid kits and communications gear.

Steve Huse has recently checked all of our fire extinguishers. We currently maintain fire extinguishers in all our buildings, in cabooses and passenger cars occupied by the public, in all locomotives, and in active project areas such as Trolley #206 and Line car #01.

First aid kits are generally deployed in the same areas as fire extinguishers.

Radio and/or telephone communications are provided for all operating areas by Dick Holbert.

With the creation of our many new storage areas, including rail cars, over-the-road trailers, and cargo containers, we should consider additional extinguishers.

We are also putting fire extinguishers on some items of heavy construction equipment in high frequency of use, such as Army dump trucks, etc.

**Protocol: DO NOT** store items of heavy equipment in the Restoration Facility as a garage. If they are in for repair, be sure battery is disconnected. A fire in the Restoration Facility would be absolutely devastating!

## Expanded Trackage at Restoration Facility

We are anxious to install additional switches and tracks north of the Restoration Building to provide the following immediate benefits:

- 1) Outdoor welding and cutting work on steel caboose and subway car.
- 2) Lagging removal from Heisler and Vulcan steam locos.
- 3) Put Burro crane into service as soon as engine is running.
- 4) Reallocate repair and restoration space on tracks in building.
- 5) Better storage and switching of cars for various purposes.
- 6) Increased productivity of personnel and building space.

We currently have an overall plan reflecting needs for track, switches, drainage concerns, electrical conduits and excavation requirements.

We have a goal of getting into the barn on live track in time for the Annual Picnic on Sept. 8<sup>th</sup>, and a tentative schedule to support it.

As of this writing, we have stakes in for electrical runs, drainage and excavation references. Grade stakes will be put in next. Then we can start trenching for electrical and boxing for track ballast.

With some intensive focus on this project, working together, we can make it happen.

## Bus Donated to Museum

Thanks to the generosity of Mr. David Wegman of the Hilton East Adult Home the Rochester & Genesee Valley Railroad Museum now has its own 14-passenger bus. Our new arrival is a 1983 GMC/Bluebird mini bus with a 6.2 liter diesel engine and automatic transmission. The bus also has a high output heater and air conditioning. But best of all R&GVR Museum bus #1 only has 30,000 miles on it and is in like new condition. Bus #1 was driven out to the museum under its own power and is ready for duty. JS

[The bus was used both days for the Debut of Car #168. The air conditioning was most appreciated on Saturday, June 30 which was a rather warm day. It rides fairly well over the field between the NYMT barn and Giles Crossing—at very slow speed. *Editor*]



Chris Hauf photo

## Heavy Equipment Display & Relocation

An extensive effort is underway to reorganize our heavy equipment, paint it, and present it to our visitors.

Dan Waterstraat has been clearing and reorganizing STUFF stored on the West side of LA&L RR. This has freed up much new space to better store and group related types of heavy equipment.

Art Mummery, Joe Scanlon, Tom Tucker & Co. have been relocating equipment into the new space areas. Tom Tucker has been averaging painting of one new piece of equipment every weekend for some time now, including dozers, roller, grader and backhoe shovel.

Several pieces of newly painted equipment have been set up on attractive stone pads, facing the depot, along the back edge of our parking lot.

We will be continuing this effort, and will end up with our access road relocated closer to LA&L RR and our equipment relocated farther away, thus affording LA&L engineers better visibility.

We will also have a coordinated appearance to visitors, coming down the hill on track cars, to arrive at our Museum.

We hope to have the majority of this effort completed in time for the National Antique Construction Equipment Show being held outside of Canadaigua in mid August.

We would hope to see many visitors from the above show making side trips to our Museum during the week of the show.

## Truck Crane Donated to Museum, and the Chapter Scores a DoublePlay

In an interesting chain of events, The Rochester & Genesee Valley Railroad Museum has accepted the donation of a quite small LORAIN truck crane. This crane was used by the Livonia, Avon and Lakeville railroad for a number of years.

So we have finally obtained an historical piece of construction equipment with a railroad heritage!

The Lorain is a 7-1/2 ton crane on a tandem axle carrier and is in surprisingly good condition. Because it has been idle for a number of years it will require the usual detailing of the fuel and ignition systems before it can be operated. JS

## Thanks to ....

**David Wegman** for donation of 14-passenger GMC diesel bus in excellent condition. **Joe Scanlon** made all arrangements, including transportation.

**Donald Schenkel** for donation of International Model 3414 gas tractor backhoe. Art Mummery made all arrangements including transportation.

**Fugle's Inc.** for donation of Lorain truck crane and clamshell bucket. **Joe Scanlon** and **Art Mummery** made all arrangements and preparation for moving. Thanks to **Vincent Milliken** and **Rand Warner** for support.

**Paul Henderson** for donation of Farmall "A" 4-cylinder gas tractor and rear-mounted mower. **Rand Warner** made all arrangements.

**Rand Warner** for donation of journal jack, heavy C-clamps, tools and materials.

**Carl Englund** for donation of C&NW brakeman's flagging kit with box containing flag, torpedos and flares.

### And More Thanks from Construction Div ...

**Bill Keihl** and **Dick Ash** of **C.P. Ward Inc.** for helping to arrange moving a donation to the museum.

**Larry Fugle** of **Fugle's Auto Parts** in Livonia for the donation of the former LA&L truck crane to the museum.

**Art Mummery** and **Rand Warner** for rescuing the former LA&L Lorain crane from the scrapper's torch. **Terry** and the team at **Mendon Enterprises** for moving the Lorain crane to the museum from Lakeville.

**Mr. Dave Wegman** of **Hilton East Adult Home** for the donation of a 14-passenger bus to the museum.

**Erin Scanlon** of **Hilton East Adult Home** for implementing the donation of the bus.

**Wayne Morrison** for leads on heavy equipment items.

**George Worden** of York, NY for offer to donate items to the chapter.

**Bill Vitale** of Geneseo NY for his offer to donate additional items to the chapter.

**Tom Tucker** for more painting of heavy

### Amtrak is 30 Years Old

In May, Amtrak reached its 30<sup>th</sup> birthday.

Numerous articles appeared in general and railfan-related publications documenting the event. As you would expect, not only Amtrak's history, but its future with corresponding financial issues were discussed.

## National NRHS News

The National concluded its Annual Convention in St. Louis in June. Highlights of the Business Meeting:

Society's financial status is sound.

Washington, D.C. Chapter NRHS was awarded the 2003 convention in Baltimore, MD in conjunction with the Railway & Locomotive Historical Society. This also coincides with the Baltimore & Ohio Museum's "Fair of the Iron Horse", a celebration of the 175th anniversary of the beginning of the B&O railroad.

The 2002 Convention is in Williams, AZ, base of the Grand Canyon Railroad.

The 2004 Convention was awarded to Northstar Chapter, NRHS in the Twin Cities area.

National dues will be increased by \$3 for Single Membership; by \$1 for Family. The 1/2-year dues period for June-August has been eliminated.

### 2001 Railway Heritage Grants Recipients

Ten grants totaling \$29,000 was awarded on June 22, 2001. Thirtyseven requests (10 from chapters, 27 from organizations) totaling \$150,790 were received.

ACL & SAL Railroads Historical Society, Rocky Mount, NC, \$1,000 towards computerization of archives.

The B&O Railroad Museum, Baltimore, MD, \$3,000 for restoration of 1927 replica of Tom Thumb locomotive.

Hoosier Valley Railroad Museum, Inc.

North Judson, IN, \$2,800 towards restoration of signals from seven railroads that served northwest Indiana.

Kokosing Gap Trail, Gambier, OH, \$3,000 towards restoration of No. 63 ALCO 0-6-0 switcher to be displayed along a 14-mile trail of former PRR row.

Michigan State Trust for Railway Preservation, Owosso, MI, \$3,000 towards relocation and restoration of 1919 Pere Marquette turntable. Project will reunite PM 1225 steamer with its turntable.

Pemberton Township Historic Trust, Browns Mills, NJ, \$3,000 for rebuilding a 1922 RR tool shed on its original foundation at the museum complex.

Railways to Yesterday, Inc. (dba Rockhill Trolley Museum), Allentown, PA, \$3,000 for restoration of two traction motors and a compressor for trolley car No. 172. Car is in use.

The Southern Michigan Railroad Society, Clinton, MI, \$3,800 for replacement of ties on curves along 13.5 miles of track. The line was one of the earliest railroads west of the Allegheny Mountains.

Whitewater Valley Railroad, Connersville, IN, \$3,400 towards completing restoration of Armco Steel No. 709 1950 Lima-Hamilton locomotive.

Yaquima Pacific Chapter, NRHS, Toledo, OR, \$3,000 to complete restoration of a 1910 Southern Pacific wooden caboose No. 573. The car will be used as an office and visitor greeting facility.

### Friends of Genesee Valley Greenway looking for RR information

This group promotes the establishment of "greenways" using former railroad right-of-ways. Proposed is erecting nine interpretive signs along the Greenway in Chili and Wheatland. Photographs of stations at Scottsville (PRR), White's and Genesee Junction are desired. All photos will be returned and, if used, credited on the signs.

Their address is Friends of the Genesee Valley Greenway, Inc. P.O. Box 42, Mt. Morris, NY 14510; (716) 658-2569.

*[To the best of this editor's knowledge, we do not have these in our library, so would also appreciate copies. And just where was White's?]*

### Tioga Central Dinner Train Trip?

#### A Coordinator needed!

If a member will step forward to serve as a coordinator for a trip to Wellsboro, PA to ride the Tioga Central Dinner train—then we can have another exciting trip, and a wonderful dinner while riding the rails.

For information, call John Redden at 388-9124 <ejredde@frontiernet.net>. John organized the last trip several years ago, and thanks to John and Jerry Bertoldo we had to whole train to ourselves on an extended trip.

After the unusual accident that this train encountered several years ago, it is now back

## Wanted

- Rail skates
- Car stops
- Rail chocks
- Locomotive chains
  
- Relay ties
- Relay switch timbers
- #3A railroad ballast
- Rip-Rap
- #2 Crusher run
  
- Large wood wedges
- 4x4" timbers
  
- Railcar jacks double action
- Cantilever railcar jacks
- Hydraulic jacks: 10 to 100-ton
  
- Track jacks, low profile
- Track jacks, high profile
- Track jacks, double action
  
- NYC RR switch locks w/keys
  
- Skid steer loader, ala Bobcat
  
- Trolley/Interurban marker brackets and flag brackets
- Trolley catchers, Poles, Bases
- Lightweight knuckle couplers for trolleys and MOW equipment

### Correction to last month

In the article concerning the experiment on steel net crossing gates in Illinois, I stated that Illinois Central was abandoning the concept. Actually, it is the State of Illinois, which has been evaluating their use.

This demonstration project was used at three locations. Drivers were confused or aggressively tried to defect the devices. In many instances, the protective barrier was activated at the wrong time, falling on vehicles or trapping them between the net and the tracks. [*Chicago Tribune*, via *Spike & Tie*, Blackhawk Chapter, NRHS via < R a i l r o a d H i s t o r i c a l -

### Remaining Special Events

- July 22: **Model Steam & Gas Engines**
- Aug. 18-19: **Diesel Days**
- Sept. [open]
- Oct. 28: **Season Closing**

## Library Report

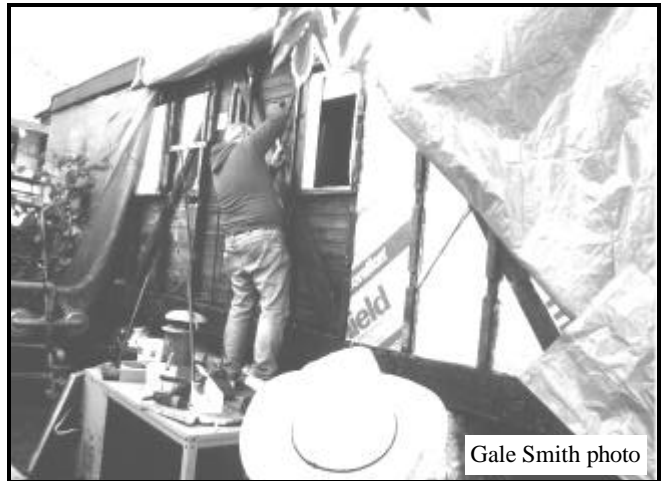
*Charles Robinson,  
Chairman*

The library will be open Monday evening July 23 between 7:30 and 9:30 PM for general use.

We now have more bookshelves and need someone to redistribute the books. If you do not have something to do that evening, could you give us a hand?

The rest of the library staff will be outside banging away at the East side of the building as part of the process of residing it. The library staff has now turned into carpenters and insulation specialists. Needless to say we have made some outstanding progress on our building restoration. Eric Drum, Steve Oagley and the library chairman spent one Saturday tearing out the remaining old siding from the building. We did find one ant infestation but no serious rot in the big sill timber.

In taking advantage of the later sunset times, the work was shifted from the late afternoons to sunset on Mondays. Bill Limburg, Jerry Gillette, Steve Oagley and the library chairman have pitched in to remove the old siding nailers, riddled with nail holes, from the building. These old boards proved difficult to remove. Lots of crowbar action. After that the team, carefully installed 1-1/2 inches of foam board insulation between the studs, cross bracing and reinforcing rods that



Bill Limburg is fitting a foam insulating panel between the studs and around cross braces on the east side of the library.

are part of the construction of a caboose. At the end of June, a little over a third of the side had been reinsulated.

The next step will be to reinstall new nailers prepared by Bill Limburg that will reinforce the T-111 siding that will be applied to the building as the final step.

Bill has also made and installed additional attractive bookshelves in the book room. Now the library will have a better place to store over sized books. Now we need someone to volunteer to help redistribute our books to take advantage of this much needed addition. Jim Stewart wound up his project of stamping our books. This was a important task for our collection.

Be certain to visit the library Monday evening July 23 if nothing more to observe the library staff in action repairing a very important building for the chapter.



Freshly waxed by Freight Superintendent Chris Hauf, the Erie caboose was used as a display/waiting room for visitors waiting to board the track cars to head to the R&GV RR Museum. (Chris Hauf digital photo)

Book Review**Trolleys to Glen Haven**

by Charles R. Lowe

Reviewed by Bill Heron

Once again a local author has provided all of us interested in steel wheels rolling on steel rails with an interesting, fact-packed account of an aspect of rail history in our area. The author is Charlie Lowe, trolley fan of the first order and member of the New York Museum of Transportation. You probably saw him during "Trolleys Return to Rochester" weekend, operating Car 168. He was the one with the big grin on his face.

Glen Haven was one of this areas "trolley parks", a place where the public was invited to come for amusements such as rides, band concerts, and lots of good eating. The park was located on the west side of Irondequoit Bay, about half way from Lake Ontario to the bay's south end. Glen Haven was on the small side compared with other area trolley parks, but it was very easy to get to, being just a short ride from downtown Rochester.

At first rail service to Glen Haven was provided by a narrow gauge steam railroad that ran from East Main station to the park over a private right-of-way. At East Main station the Glen Haven line connected with horse cars operated by the Rochester City and Brighton Railroad. The march of progress resulted in the electrification of the city lines as well as the Glen Haven line.

With this development, Glen Haven cars could run to and from downtown Rochester without the need for a connection at East Main station.

Shortly after the Glen Haven line was converted to electricity and standard gauge, promoters of a line from Rochester to Sodus Bay saw that the Glen Haven line would provide a very good means for their line to cover the distance, and grade, from downtown Rochester to water level at Irondequoit Bay. Therefore ownership of the two lines was consolidated. Cars for Glen Haven and cars for Sodus Bay ran from downtown Rochester to the edge of the bay. At that point there was a switch. To the left was Glen Haven, to the right was Float Bridge across the south end of the bay.

In the early forties I was big enough to be able to do a lot of exploring via bicycle. One place I went was Glen Haven. The grade of the trolley line was still quite evident at that time. I recall seeing where the switch had been and somehow I knew that the roadbed to the left went to Glen Haven. I also saw the roadbed to the right but had no knowledge as to where it went.

The most interesting thing, to me anyway, to be seen at Glen Haven was a carp pen. It jutted from the shore and was made of lumber. It enclosed an area into which freshly caught carp were placed, the purpose being to keep them alive and "tasty" until they were shipped to New York City. Someone told me that "Irondequoit Bay"

carp were considered to be a premium item on menus in the big city. The only other local food to be identified on menus in New York was Irondequoit melons.

Getting back to Charlie's book, it covers the full history of its subject with enough detail to satisfy but without the excess of detail that can bog things down. There are lots of good pictures, some from Charlie's collection, some from the archives of the NYMT and some from other sources. And there are some very useful maps. One of the maps shows the Glen Haven's line from East Main station to Glen Haven. On it I was able to discern Grand Avenue, where I lived with my parents as a boy, and where, for a short distance, the Glen Haven line skirted the backyards of houses on the other side of the street. Back when I lived there all I knew was that there had been a rail line there. I didn't know where it had come from or where it went.

Trolleys to Glen Haven would be a very interesting book just for its wealth of information, photographs and maps. The thing to provide the icing on the cake is Charlie's style of writing -- crisp, clear and easy to understand. Any of us with any interest at all in trolley operations in our area just has to have this book. You'll enjoy it the first time you read it, but its real value is both as a reference source as well as something that draws you back to enjoy again the good things it offers.

**DLW & ALCO Celebration: Aug. 10-12**

In celebration of 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), the GVT Rail System has planned a special weekend for August 10 through 12 for a number of events.

Planned are two rare mileage excursion trips pulled by multiple Alco lash-ups with photo run-buys, a Friday evening slide show, and day and night photo-sessions at Scranton's Bridge 60, featuring "under and over" shots.

Details are available via e-mail <DL&W-ALCO@gvtrail.com> or via USPS with a SASE sent to: GVT Rail System, DL&W-ALCO Days, 8364 Lewiston Road, Batavia, NY 14020.

Maybe a Chapter member will be attending and record the events for a future Chapter Meeting Program!

**"Conquering the Appalachians"**

... is the title of a new book by Mary Hattan Bogart whose father was a civil engineer who helped build railroads between 1899 and 1918 in Tennessee. Of possible local interest is that the local publisher: RRP Railroad Research Publications, 3400 Ridge Road West, Suite 5, Rochester, NY 14626-3495. This is the publishing company of Chapter member Richard Barrett. [*Gondola Gazette*, June, 2001]

**Run-away Train Coverage**

The August 2001 issue of *Trains*, Pages 17 and 18, gives a detailed analysis, including a map, of the CSX 47-car train that left Stanley Yard near Toledo, without its engineer.

Bill Stephens in the *Trains'* article commented: "If Hollywood had concocted a runaway train script as bizarre as the May 15 incident on CSX in Ohio, the movie would've been laughed out of theaters as preposterously unbelievable. Yet truth is stranger than fiction, as proven by the nearly 70-mile journey of unmanned CSX SD40-2 No. 8888 and 47 cars."

Another detailed accounting appears in *The Green Block*, June 2001, Page 7. This article came from *Eastern Railroad News*, 5/17.

**Amtrak to mortgage Penn Station**

On June 6, *The Washington Post* reported that Amtrak is seeking to mortgage part of New York City's Penn Station in order to raise \$300 million to ease its financial problems. [NARP Newsletter, June 2001]



Another Car 168 trip. Chris Hauf photo

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 Railroad  
 Session No. 2  
**July 19, 2001**  
 R&GVRM/Depot  
 NYS Route 251 at Industry

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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]
