



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
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September 2001
Volume 44, No. 1

Program for Sept. 20:

Ni Hao!!

by Duncan Richards

The September Program will be a slide presentation of Steam in Mainland China by Duncan Richards. We will look at both standard and narrow gauge operation, plus some sights from along the way.

NOTE: Our meetings and programs return to the 40&8 Club, 933 University Ave. Meetings start at 8PM followed by the evenings program.

Program Committee

John Stewart (Chairman) 387-9185
Bill Limburg 586-9470
Dan Cosgrove 352-6931

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

Library Hours

7:30 to 9:30 PM

Monday, Sept. 23

Library Phone: 872-4641

Fall Foliage Tickets Sales Helpers Needed

A meeting was held on September 5 informing those present how to take ticket orders by phone. There is a slight change from the procedure used last year.

We need people to help with phone orders, ticket sales at the train, processing mailed-in orders, and record keeping.

Please contact Elaine Redden at 716-388-9124, or e-mail at "ejredden@frontier-net.net", if interested in helping. Tutoring on an individual basis is available.

Fall Foliage Trip Flyer Enclosed

Enclosed with this issue is a flyer describing the trips, dates, prices, where to get the train, and ordering information.

Please post or give to a coworker, friend or relative. And inform them to order tickets early, mid-October and later trips have been sold out in recent years!

Diesel Days

The 2001 Diesel Days Event of August 18 and 19 went off very well this year, thanks to excellent planning, support and execution by our combined R&GV RM and NYMT staffs. Attendance was at least 350,



Chris Hauf digital photo

and probably more. Many favorable comments were received from our visitors. Again.

This year we featured the four big locos: NKP #79 S-4 Alco, LV #211 Alco RS3m, Army #1843 Fairbanks-Morse, and Kodak #9 Alco RS-1; and two cabooses: Erie #254 and our newly painted P-C transfer caboose - with the P-C green paint barely dry!

Dale Hartnett handled overall planning, John Redden coordinated locomotives, John Stewart coordinated Depot activities, and Bob and Marie Miner coordinated at NYMT.

Several frantic weeks of work by John Redden, Dick Holbert, Chris Hauf, Norm Shaddick, Jim Johnson, Mike Dow, and others assured safe and reliable locomotives for this event.

Three track car sets were used, with staffing provided through Jeremy Tuke. Tom Webster took care of the one track car problem we had.

Ted Strang and Randy Bogucki greased the rails in two areas to assure reliable and safe track car operation.

We thank you all for making a really great happening!

[A list of NRHS and NYMT members who participated in this two day event appears on Page 4.]

2001 Fall Foliage Excursions Preparing to Depart

Dates: Sundays: Sept. 16, 23, 30; Oct. 7, 14, 21 & 28*; Saturdays: Oct. 6 & 13.

Two Departures Each Date: 11:30 am and 2:15 PM from Sodus.

Special days: Sept. 16: Grandparents Day: Grandparent is 1/2 price (\$5) with purchase of grandchild's ticket.

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

Sept. 30: 1940's Revisited, Wear 1940's fashions for possible prize.

***Oct 28—New this year: Halloween Express:** Come dressed in costume to be eligible for a prize.

This event requires considerable enlistment of our members to adequately staff, not only the train, but also the support areas. At least 15 persons are needed for each day: Train hosts: 5; Parking lot: 3 or 4; On Board Concessions: 2 or 3; On Board Store: 3; OnSite Ticket Sellers: 2.

Additional personnel are needed during the week at Sodus to prepare the coaches for the weekend trips, such as cleaning (sweeping, vacuuming and mopping), wiping down windows and restocking.

Jim East (377-5389) will soon be contacting members to help. So look at your calendar and be ready to "step one foot forward".

Depot Tour Guides

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

Sept. 2:

Bob Lipman
Dick Anderson

Sept. 9:

John Becker
Gale Smith

Sept. 16:

Steve Oagley
Alfred Olsen

Sept. 23:

Don Shilling

Sept. 30:

Bob Achilles
John Matsik

Oct. 7:

Lynn Heintz
John Weber

Oct. 14:

Chris Kingsley
Joe Werner

Oct. 21:

DeWain Feller
Tom Rohatsch

Oct. 28:

Dale Hartnett
Harold Russell

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

The October 28th date is the last one for this season. Thanks to all the Depot Guides! Your presence is/was valuable in presenting local railroad history and what the Chapter is doing to preserve and document it.

Board Changes

Tom Forsyth has resigned as Program Chair and Corresponding Secretary for personal reasons.

John Stewart is the new Program Chair.

Tom Tucker will serve as Corresponding Secretary and will be a new member to the Board of Trustees.

Contributors to this issue

Rand Warner (most articles); Ron Amberger; John Redden; Chris Hauf; John Stewart; Don Shilling; Dick Bean; Janet Dittmer.

More New Volunteers

John Rodman from Webster wants to get involved with our Excursion Trainset, and other Chapter and Museum activities.

Glen and Babs Fuller, of Kenmore, want to join up. Glen is a tool and die maker.

The Bauer's of Wayland want to get involved.

Jerry Salem, of Stafford and Batavia, wants to get his hands dirty.

Charles Woolever, a recent new member, should be able to help us with all his research on railroad and trolley stations and structures.

Dale Duer, just now joining the Chapter, is interested in operation and restoration activities.

Dale Grady, a website technical specialist, could help us expand and update our Museum web site.

Chapter Authors Were Busy

"Rochester and Genesee Valley Rails"

Mary Hamilton-Dann has just authored "Rochester and Genesee Valley Rails" It contains 166 pages of photographs, drawings, maps and text detailing the history of the many railroads that served Rochester and local communities.

Three Appendices include Maps and Charts, Chronology of the Railroads in Rochester, and a Description of the Central's Third Rochester Depot. (The back cover contains three colored illustrations of the interior of this depot taken from postcard views.) Also a Bibliography and an extensive index.

Many of the photographs appear to have never been in print previously and they are reproduced on high quality paper.

The publisher is Railroad Research Publications, 3400 Ridge Rd. West, Suite 5, Rochester, NY 14626, which is the publishing firm of our member Richard Barrett. It is available at the NYMT gift shop, and will probably also at the Chapter Store at meetings.

"A foreign interchange on the Livonia, Avon & Lakeville"

... is the title of an extensive article by Otto Vondrak appearing in the current (October) issue of *Railroad Model Craftsman*.

The eight pages outlines the history and present operations of LA&L, complete with three maps and 11 color photographs. Since this is modeling magazine, Otto has suggested three layouts.

Membership Report

Beth Krueger, Chair
Janet Dittmer, Assistant

The following individuals have applied for Chapter membership and will be voted in at the September meeting.

Welcome:

Tom Rohatsch

63 Loden Lane
Rochester, NY 14623
716-321-1876
TROHATSCH@HOTMAIL.COM
Interests: Rolling stock restoration,
Museum operations, Track car driver

Ryan Kane

96 Andrews Memorial Dr.
Rochester, NY 14623
716-292-8981
glundal@yahoo.com
Interests: Rolling stock restoration; Trips,
Museum operations; Track car driver

Ray Vernon & Catherine Louise Lawrence

7187 Meadowview Dr.
Lima, NY 14485
716-624-3491
Interests: Rolling stock restoration, Trips,
Library, Museum tour guide,
Publications, Historical research,
Historical construction equipment,
Museum operations, Mechanic

Chris and Holly Delaney

243 Rochester St.
Avon, NY 14414
716-226-8161
Interests: Rolling stock restoration, Trips,
Historical construction equipment,
Museum operations, Electrical

Drew Saur

180G Westview Commons Blvd.
Rochester, NY 14624
dsaur@macorchard.com

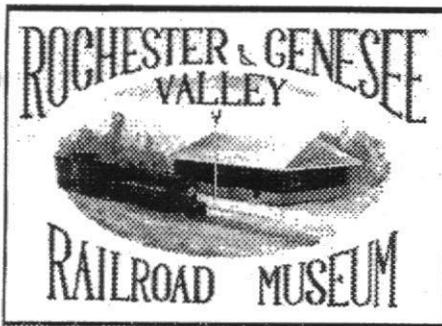
Any corrections?

Please either e-mail Janet corrections to <daveluca@frontiernet.net> or sent to P.O. Box 23326, Rochester, NY, 14692-3326. Please no phone messages. Changes and omissions will appear in the October issue.

Dig Right In

Our new members are most welcome to participate in the Chapter's MANY activities. One of them, at this time of year, is to assist in the Fall Foliage Train operations.

On the trip itself, you get to ride the train, interact with our guests and converse with fellow Chapter members.



Rand Warner, Director, 425-8587

Burro Crane

Foreman: Dick Bean

Dick is spearheading efforts to get the Burro crane finished up, running and into active service.

He has prepared lists of remaining work necessary and we are working off the actions.

Dick is leading the effort on the fuel system piping, assisted by Rand Warner and others.

Next will be electrical wiring, controls and gages for the Detroit diesel prime mover.

Dan Waterstraat is getting the boom out so it can be repainted and be ready for installation.

Art Mummery knows what is needed to start/test the engine.

Rand Warner is working on bottom end items under the frame.

This Burro crane will be Very, VERY useful for so many purposes on and adjacent to our right-of-way, once we have it into service:

- Cleaning up loose rails and ties
- Stockpiling supplies
- Placing rip-rap
- Adding fill
- Loading/Unloading flats or gons
- Hauling a trail car
- Placing spot ballast
- Placing tie bundles near work
- Handling coal and ashes
- Removing and replacing heavy components on cars or locos
- Lifting/relocating track cars, etc.

Subscription Price Increased

For those who subscribe to The Semaphore, the yearly rate has been increased to \$8.00. Increased postage and printing costs makes this necessary. Depending on how you account for costs, this increase may still not cover the cost.

Parking Equipment

Never, EVER, take any chances.

Always have multiple back ups.

Railroad Equipment

Try to find a level spot first, if at all possible.

Set hand brakes while service brakes are on, to set them harder.

Use wood chocks to block wheels, crunching the car or loco onto them to prevent movement or vandalism.

Use loco chains, wheel chocks or rail skates if available. Be sure they are secured against vandalism.

Always use multiple means of braking the car. Do NOT depend on air brakes for parking!

Construction Equipment

Try to find a level spot if at all possible.

If you must park on a grade, try to park crosswise to minimize the effect of the grade.

Use service brakes to help set manual parking brakes tighter.

Air parking brakes are OK if machine is running and you are present.

Always put bucket, boom or blade down as extra parking security.

Always chock wheels if machine is unattended.

Always have multiple levels of braking applied for parking.

Naval Reserve Sea-Bees

Our friends from the local Naval Reserve Construction Battalion spent Saturday, August 18, with us, for a training exercise.

Nate Brown's groups, representing Builders, Equipment Operation, Equipment Maintenance, and Utilities skill ratings, accomplished much on our behalf.

They built up 17 wood truss frames for our temporary enclosure to be used when removing lagging from our two steam locos.

They got a former Army multi-power generator set into operation for the first time.

They assisted with installation and checkout of lift hydraulics for one of our ex-Army dump trucks.

The Sea-Bees worked with Bernie Cubitt on rehab of the under-car framing for RL&B Car #206.

Several other tasks were also accomplished. It was a day of great satisfaction on jobs well done for all of us

Thank you!

RL&B Interurban #206

Foreman: Bernie Cubitt

Body Bolsters Work

Bernie has completed sketches, procured materials, made patterns in wood, and set up jigs and tarps for welding up fabricated bolsters out doors.

Art Mummery has started welding of the first body bolster.

Mating of Trucks to Body Bolsters

Bernie has been double checking measurements for Car #206 and the MCB trucks from Pittsburgh against trolleys #107 and #157 at NYMT for patterns - for truck height, bolster height, floor height, etc.

The Pittsburgh MCB trucks have removable spacers that appear to provide the proper match up height for #206 to look correct and match up to loading platforms.

Interior Woodwork

We are ready to move ahead on rehab, replication and placement of the several interior partitions, using available portions, patterns and car layout drawings.

We also have good doors for patterns, so we can replicate the ones needed to complete the car.

Under Car Framing

Bernie has started removal of rusted cross-tie steel rods under the car, and reinforcement of wood plated steel channel framing.

The Navy Seabees were a big help on this effort on Saturday, August 28.

Wish List

Railroad Safety Equipment

- Wheel chocks
- Rail skates
- Locomotive chains
- Car stops

Construction Safety Equipment

- Wheel chocks
- Safety cones
- Orange mesh barrier fence
- Yellow safety tape

Materials

- 12"/18"/24" culvert sections
- #2 crusher run stone
- #3A railroad ballast
- Relay switch timers 6"x8"
- Relay ties 6"x8"
- Relay rail 80#/yd. Dudley

PC 18526 is in fresh paint!

After a lot of work this fall by many of the R&GV RR Museum volunteers, Freight Superintendent Chris Hauf put the finishing touch on our PC transfer caboose with two coats of PC green! The car looks really great, and it was a definite team effort inside and out. Amazing what we can achieve when we work together as a team!

All the windows have been cleaned and replaced in the car. Thanks to Chris Hauf with help from Dick Holbert for cleaning the windows and thanks to Dick Holbert, Mike Dow, Jeremy Tuke and Tom Tucker for helping Chris re-install them. The final step is to have the car professionally lettered with vinyl lettering. Once that is complete, the car will be completely restored inside and out!

Again, we are seeking donations to help us offset the cost of the restoration. Please contact Chris Hauf or John Stewart if you can help.

CH

Power Painters

On Saturday, August 25, Chris Hauf, assisted by Bill Chapin, completed the final top coat of P-C green on our Penn Central transfer caboose.

Thursday night, August 30, Chris, Jeremy Tuke and John Stewart pulled off masking tape on the railings, etc., and uncovered the window glazing.

The moment had arrive for "THE GREAT UNVEILING". The car sure looks great now—just like the day it rolled out of our East Rochester Despatch Shops in the 1960's.

The P-C transfer caboose was not only built locally, used locally, (and even wrecked once locally), it was designed locally, at least in part, by two former Rochester Chapter members who worked at Despatch Shops in the 1960's.

We look forward to getting the caboose lettered and the inside spruced up again, so we can put it fully into display and operational use for our visitors and members alike.

Local RR involvements

Within two days, two young men were killed while trespassing on RR property. One was walking along the CSX line in Penfield; the other was sitting on the tracks in East Rochester. Also, two boys got scrapes and bruises when they jumped from a train that started to move. The most recent was a derailment of six cars on the Ames Street overpass; no injuries in this case.

A 'short' List of the Support Volunteers for Diesel Days of August 18 & 19!

Loco Crews

J. Redden, E. Redden, R. Holbert, C. Hauf, N. Shaddick

Track Cars

D. Mowers, T. Webster, T. Saul, R. Bogucki, R. Miner

Train Crews:

S. Huse, R. Israelson, T. Tucker, C. Hausler, J. Stewart, E. Van Horn

Ticket Sales:

R. Fitch; Kathy Mielke (NYMT)

Car Hosts:

J. Woerner, R. Warner, B. Krueger, M. Byrne, D. Shields, J. Roblach, K. Zobel

Gift Shop Sales:

Marie Miner, Nancy Holland (NYMT), Bobby Corsine (NYMT), Kathy Mielke, (NYMT)

Transfer End

Honcho: Dale Hartnett

Starters: Ryan Kane

Depot End:

Honcho: John Stewart

Depot hosts: R. Amberger, D. Shilling, D. Cosgrove, D. Vaun, W. Blazei, T. Miller, S. Oagley, J. Werner, T. Rohatsch, O. Vondrak, M. Smith.

Thanks to ...

Jerry Lederthiel for donation of A-frame signs, Sola power supply and lectern with built-in PA system.

Al Pastorell for repair of bookcases, caboose windows, Depot windows and concession counter for Excursion Trainset.

Rand Warner for donation of automotive, EE, ME, plumbing and wood work supplies; tools and engineering items.

Charles Harshbarger for additional mail slot cabinet for office.

Bernie Cubitt and **John Weber** for cash donations towards steel purchases for RL&B #206 Interurban trolley bolsters.

Kevin Klees for donation of materials and labor for new cab doors and windows for Vulcan and Heisler steam locos, and for expenses to date on Plymouth "critter" loco.

Rand Warner for donation of out of pocket expenses to date on disassembly for restoration of Subway Car #60.

John Weber for substantial cash donation acquiring and moving some large items from Vitale Construction in Geneseo.

Relocation & Consolidation

A massive effort over an eleven day period in August resulted in relocation and consolidation of our Museum property, including heavy equipment, track material, small structures, turntable and sand tower parts, locomotive and railcar parts, diesel fire pump and Bean high pressure pump, and other tools, equipment and supplies. Everyone pitched in to meet the timeline and the job went well.

This was a huge and intensive effort and as concentrated an activity as we've had in a long time -- the Chapter participation was outstanding!

Thanks to Art Mummery, Scott Gleason, Dan Waterstraat, Neil Bellenger, Dick Holbert, Charles Harshbarger, John Redden, Jeremy Tuke, Rick Israelson, Kevin Klees, Tom Tucker, Dale Hartnett, Tom Webster, Dick Luchterhand, our Young Railfans, and their Dads, John Stewart, Ron Amberger, Mike Dow, Jim Johnson, Bob Mader, Don Shilling, Cliff Rogers, Dave Rogers, and Dave Dowden and others. Coordination was provided by Rand Warner.

This exercise has given us all pause for thought. What do we really need. What do we want to sell/trade/barter, and what do we need to scrap/dispose of. Please let us hear your thoughts.

Steam Team

Jim Deane has been out to look over the possibility of relocating our Heisler fireless loco #1 from Track #6 to Track #7 to get the loco into the barn for lagging removal.

There are several possible ways to relocate the loco, including temporary track, permanent switches, California Switches, heavy cranes, etc.

Jim was out here to engineer the possibility of sliding the loco eastward from Track #6 to Track #7 using greased rails in between, setting on temporary supports. We have done this before with cabooses.

We need all the options and all the help we can get to make the lagging removal job take place, subject to all our other constraints.

We thank Jim for his interest, experience, and expertise, and for being willing to honcho the job if we go that route.

We are also clearing out material in the Restoration Building along both sides of the Burro Crane and Subway Car #60, to permit required clearance for the lagging removal.

Track #7 has been extended three rail lengths north out of the barn so we can move the BR&P and PRR cabooses, and Subway Car out of the barn to permit room for the two steam engines to go into the barn.

Bob McKnight

Gives Another Contribution

Bob McKnight, a long time member of our Chapter, whom many of us do not get to see too often, continues his strong support to and involvement with our Chapter through his financial generosity.

Bob has made several major gifts to our Restoration Building construction in the past, and has continued that tradition with a recent \$5,000 gift towards concrete flooring for the Restoration Building.

We greatly appreciate Bob's continuing generosity with the Chapter and its Museum.

We look forward to continually expanding the capacity and capability of the Restoration Building with Bob's help and others.

Bob McKnight has clearly shown there are many different ways to participate in the growth of our Museum and Rochester Chapter. We thank you.

Bob McKnight Receives Honorary Degree

Bob received an honorary Doctor of Arts and Letters degree by the University of Missouri for his dedication and continuing support of the John W. Barringer III National Railroad Library located there in St. Louis.

He spent 30 years with three railroad industry trade journals: associated editor of *Railway Age*; editor of *Railway Signaling & Communications*, and editor of *Signalman's Journal*. His speciality is in signaling: governing train movements and highway crossings.

Bob was also editor of Rochester Engineering Society's "A Century of Engineering in Rochester, 1897-1997". Don Shilling contributed several historical articles to this book. A copy is in our Library.

Book Review:

La Locomotive a Vapeur

by Ron Amberger

Steam lovers have been excited by the recent publication of the updated and revised English language edition of one of the greatest steam locomotive engineering books of all time. *La Locomotive a Vapeur* (the Steam Locomotive) written by legendary locomotive designer of the SNCF Andre' Chapelon is a must for everyone interested in the technical side of steam locomotives. *La Locomotive a Vapeur* is famous for its wealth of detail. It reviews in detail developments in the design and construction of all major parts of the steam locomotive and compares the merit of simple and compound expansion. The rest of the book is devoted to a detailed review of locomotives around the world, grouped by use and wheel arrangement. French, British, American and German practice in particular are covered in detail. There is some mention of Soviet and South African practice too. There are numerous drawings and photographs as well as detailed text. (659 pages, 450 photos, drawings and charts and 41 color illustrations, hard bound.)

The English edition was published by Camden Books (UK). They have a web site: www.camdenmin.co.uk where you can order a copy of their large catalog. Camden has extensive listing of UK and international railroad related books and video as well as books on air transport and miniature steam engines and locomotives.

Steam Train Tour in China by Ron Amberger

Ron Amberger will be leading a steam tour to mainland China this coming mid-November. The 14-day tour will go to locations where there are steam workings in scenic main line settings, narrow gauge lines and a rural steam line in the carst (jagged limestone formations) region of southern China. Travel inside China will be by air and rail including at least one steam-hauled passenger train. Locations include Jing Peng Pass (3 days), narrow gauge lumber operations and a location where heavy coal trains operate with up to three 2-10-2's per train. An optional sight-seeing tour of BeiJing will be included. Three meals per day are included.

There will be additional similar tours scheduled in early spring and again in May 2002.

Ron Amberger has led five tours to China in the past and has traveled there extensively over the past 15 years. Full details, including prices are posted on the web site www.railstudytours.com. Call Ron Amberger for a mail or fax copy of the itinerary at 242-9511.

Hats off to George Knab

George can no longer work with us the way he used to, but he still comes out often to see us. His major projects and accomplishments are all around us:

- Acquisition of and relocation of Burro crane from Piffard.
- Relocation of RL&B Interurban Trolley #206 from Knowlesville.
- Unloading and setting up on blocks sweeper/line car #01.
- Preparations and unloading of NYMT's P&W Interurbans #161 and #168.
- Acquisition and relocation of RL&B trolley waiting room and construction of frame with wheels for it to move.
- Acquisition of power trailer body and construction of moveable frame for it to be relocatable.
- Located and acquired sheet piling and directed installation at slide area.
- Directed cleanup of site for new building and stockpiled materials with crane.
- Honcho'd pickup and delivery of three TrackMobiles from Indiana.
- Pickup, delivery and stacking of 3/4 mile of rail from Delphi/Lexington Ave.
- Located, picked up and delivered replacement prime mover for EKC #6 diesel from Midwest source.
- Honcho'd removal and delivery of rail from siding in Spencerport.
- Picked up and delivered rail from sidings in Rochester.
- Played a major part in grading and excavation for our Restoration Building.

We all wish George the very best in his new therapy process.

Al Pastorell beautifies our Concession Counter

For several Wednesdays, Al was in Webster working in Car 3 of our Excursion Fleet updating the concession counter.

It really looks SHARP! The body of the counter now sports simulated ceramic tiles which are gleaming white. This contrasts with the top of the counter which is black and protected with an overlay urethane.

The final touch is the gold metal trim along the top and on the edges.

This 'remodeling' is a definite improvement over the plastic table covering used in previous years to hide the plywood. Also it should make for easier cleaning of spills, etc.

The lack of space in this issue forestalled the including a picture—maybe in the next issue?

Dick Bean submitted the following article. Dick was related to Mr. Fegley through his Grandmother.

Descendants of Thomas Jessiah Fegley

Thomas Jessiah Fegley was born 1881, and died March 14, 1918 in Portage Bluff, Livingston Co., NY. He married Magdalena M. Lorenz 1903, daughter of Arthur Lorenz and Carrie Klassert.

Originally from Philadelphia, Tom Fegley came to Olean with his wife and two children from Emporium in 1906. He had worked on the Pennsylvania Railroad Line beginning in 1904.

In March 1918 the American, French and British armies were still battling Kaiser Wilhelm's Germans in Europe. The munition plants of American were turning out arms and supplies for the Allies. They were supplied by the railroads, with steam engines hauling coal and ore and tools to the plants.

On the night of March 14, 1918, steam engine 2628, crewed by Engineer Tom Fegley, fireman Frank Essency and brakeman Jim Murray, had just taken a load of coal and freight cars to Rochester. There had been a rainy spring that year, and what had been described as a 'cloudburst' that day in March. At about 3am on that rainy morning Engineer Fegley was returning light with only a tender and three box cars to Hinsdale, NY. When he rounded the curve at Portageville in Livingston County, only a sheet of muddy water inundating the valley could be seen. Once can imagine the horror of the vista as Tom started the descent curving down from Portage Bluff with his old-fashioned headlight suddenly showing him a limitless expanse of flood waters at the foot of the hill.

Unknown to anyone, over the years a deep bed of quicksand had developed at the foot of the Bluff. The torrential rains permeated the quicksand so that it could no longer support the weight of the train. Stories of the wreck stated Tom died with one hand pulling back the throttle of Pennsylvania freight engine No. 2628 and the other hand pulling the whistle cord for his fireman and brakeman to jump to safety. However, all three were instantly engulfed with the freight engine and cars which dragged down the ties and rails beneath the flood.

Rescue efforts were begun the morning of March 14 to "render every assistance." Tom's body was found on the seventh day of the rescue when the engine was raised. [Source: *Olean Times Herald*, 5/23/1970; History Feature by D. G. Wayman] DB

Notes from the

by John Redden

Author's Note:

Our Chapter has in its collection, documents from several area railroads that relate to diesel locomotives and their maintenance. These documents date from the 1950s and 1960s, and give an interesting insight into train operations, locomotive assignments, and maintenance problems with the earlier diesels.

The following article is based on a log book from the Manchester Engine House of the Lehigh Valley Railroad, dated 1966. Each calendar day has two facing pages in the log, with the left page containing handwritten notes about locomotive maintenance, and the right page containing train-engine assignments. We selected the daily log from March 25, 1966. The following notes are copied word-for-word from the notebook. After these notes, we will add a few comments and explanations.

Left Page of Log Book

Hold 233 for monthly
Diesel 121 due for Hi Pot 4-17-66
Yd. Master notified that 143 was ready to go dead to Sayre in MJ-6 train.
Diesel 121 at Rochester has belts gone on fan. Reported by B. Deal, Engineer.
Material coming on PDS-1.
(subsequent note) Not on; will be on JM-1
Material for Tiff Terminal in nose 402 JB-3
Road Power at CH not boarded at 11:00 p.m.
On Coaling Track - 572-563-511-560 with the handbrake on the 572.
510 in COJ-32 reported a flashover when going by Erie 3.
C. Krul reported 121 OK for service in Roch. Put 3 new belts on cooling fan assembly.
Wiper on fireman's side rear 210 not working. Insufficient time to make repairs.
510 - Cleared up Main Gen - Load Tested OK - Sequence OK
Yard #1 - 231 #2 - 233 #3 - 230 Out at 7:00 a.m. H.W.

The facing (right hand) page contains engine assignments for the locally based engines, as well as those for through-freight engines that were inbound (to Manchester Engine House for service), and outbound. For simplicity, we will just list the locals and the outbound engines.

Right Page of Logo Book:

230	House Out at 7:00 a.m. West		
121	Rochester		
220	Geneva		
210	P & L		
212	Monthly completed		
233	Monthly		
BJ2	516-513-569-8644	JB-5	629-628
BJ8	628-629	FFW1	568-561-515-522
BJ10	NONE	JBS1	564-305-510
COJ32	522-515-561-568	P & L	210
MJ6	560-511-563-572	JBS3	512-301-400
		JB3	402-8641-8643
		PDS1	412-401-410

Now, for a few comments. Perhaps most interesting to Rochester Chapter members, are the log entries about work that was done by our very own Casimir Krul. He was a long time Chapter member until his recent passing. The engine 121, on which he worked, was an EMC NW-1 900 hp switcher.

Tiff Terminal was the Lehigh's yard in the Buffalo area, which was located just South of Buffalo. The railroad was apparently in the habit of using the locomotives to transport parts, and other materials over its system.

>>>>>

Enginehouse

The Lehigh apparently was using engines 230, 231, and 233 for the yard engines in Manchester. These were Baldwin model S-12 switchers. Imagine driving to Manchester today, and watching several Baldwins shuffle around the yard. Rochester Chapter member Bill Chapin did just that in 1964, and generously offered the use of the photos that accompany this article.

The road set of 572-563-511-560 was an A-B-B-A set of General Motors covered wagons, models F7 and F3. Also mentioned was unit 510, an F3A. Locomotive 210 was an ALCO 1500 h.p. RS-2. Engine 143 was a Baldwin DS-4-4-1000 yard switcher, and was on its way to Sayre, Pa., home of the major shops on the LV.

The "monthly" for unit 233 was the monthly inspection that was required by federal rules. Engine 121 was due to have its high voltage electrical insulation tested in April ("Hi Pot").

Outbound Engine Assignments:

One of the more interesting road-engine assignments was the pair of ALCO C-628 units, numbers 628 and 629. At the time of this log entry they were brand new, and the biggest engines on the Lehigh. This group would eventually grow to 17 units, and became fan favorites.

Also listed in the road power are three of the six units that the Pennsylvania leased to the Lehigh, numbered 8641, 8643 and 8644. These were RS-11s, that had been upgraded to 2000 h.p. At that time, the PRR had stock control of the Lehigh, and assisted its financially troubled subsidiary with a motive power loan. In a similar vein, several years later, the PRR's corporate successor Penn Central traded an RS-3 to the LV, which became their 211. Eventually, this unit was purchased from Conrail by a group of our members, and donated to the Rochester Chapter. It is now part of the Museum Collection.

The Lehigh provided a nice variety of locomotive makes and models during this era. Locomotive models listed on the through freights include ALCO RS-11, C-628, and C-420. General Motors F7 and F3 models are well represented (units in the 500 series). The newer GP-9 and GP-18 models each had a single unit showing on the log - 301 and 305, respectively.

However, already absent, by this relatively early date are any mention of the Alco model FA and PA covered wagons, which had variously been traded in on newer power or scrapped at Sayre.

Train Symbols:

The symbols listed next to the outbound power are codes for the source and destination of each train. These listings also indicate the traffic density on the Lehigh at that time. Even numbered trains headed Eastbound, and odd were Westbound.

The "BJ" symbol trains ran daily from Buffalo to Oak Island, New Jersey. MJ-6 ran from Manchester to Oak Island. COJ-32 departed Suspension Bridge yard (Niagara Falls) daily at 11:00 p.m. and arrived Oak Island at 3:45 the next afternoon.

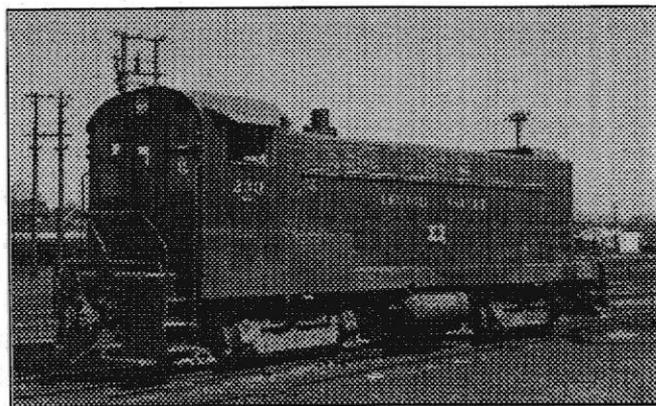
Conversely, the "JB" symbol series ran daily from Oak Island to Buffalo. The FFW-1 departed daily from Oak Island each evening, arriving in Buffalo the following morning. "P & L" is a reference to Pittsburgh & Lehigh Junction, located just West of Caledonia NY, where several Class One railroads converged to connect with the salt-hauling Genesee and Wyoming. The Lehigh ran a local freight to handle that business.

Conclusion:

We hope that this little trip back in time has been informative. If our readers find this column interesting, it will run every few months, with similar information on other railroads' locomotives.

Thanks to the Chapter Library and John Stewart for help in locating research materials. Also thanks to Chapter Member Bill Chapin for lending his photographs for inclusion with this article.

[Editor's Note: John has offered to do similar articles—depending up the feedback from readers. His e-mail address is: ejreden@frontiernet.net.]



Editor's Corner

Computers are interesting, aren't they—provided you know what you are doing! Even with five computers in the house, I feel computer illiterate, when having problems!

I'm basically a DOS man, am comfortable with Windows 3.1 on the 386 machine which is the principle one I use, and baffled by the complexity of Windows 95 on the Pentium 166 unit!

Rand submits his many pages in hand-written format. This is transcribed, along with most other submissions, in 'ole' Volkswriter 3.0 (DOS) (some old computer users may remember this word processor). From there it is inputted to PublishIt! using Win 3.1. Then by means of a ZIP disk, that file is transferred to the Pentium which also has PublishIt! or its several other derivations by various marketers.

The problem? The Pentium was crashing too often. Took it for service, where the technician found too many problems, so reformatted the hard drive. Now am in the process of reinstalling the software and fonts. If not finished with this process, then this issue will be out-putted on a 300 dpi laser printer rather than the 600 dpi one.

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Ni Hao!!

September 20, 2001

40 & 8 Club

933 University Ave.

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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] (Each block indicates \$1,000)

InterNet (World Wide Web) address:
<http://www.rochnrhs.org/>
