



The Semaphore

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

**January 2002
Volume 44, No. 4**

Program for Jan. 17:

Wellsville, Addison & Galetton Railroad

by **John Stewart**

John will be showing slides and discuss the "WAG", which he has researched and is of interest to him.

His presentation will feature the F-units and other miscellaneous items.

This program will commence after the regular business meeting scheduled for 8:00 PM.

We meet at the 40&8 Club at 933

Program Committee

John Stewart 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

2 to 5 PM

Sunday, Jan 20

Library Phone: 872-4641

Another Successful Year End Party

by John Redden

On January 5, another enjoyable Year End Party was held at the Depot. The weather was good, with fairly mild temperatures and no precipitation. Most of the food was set up in the DL&W M.U. car, while several "satellite" locations had assorted soups, chili, and other munchies.

Train operations were handled by Dale Hartnett, Jeremy Tuke, Jeff Carpenter, Ed Van Horn and others.

We had the trusty EK-6 coupled to our two shiniest cabooses, the Erie C-254 and the PC 18526 for rides up to the NYMT. The EK-6 was serviced by Jim Johnson and Norm Shaddick. In addition, our "other" 80-

(Continued on Page 5)



Chris Hauf digital photo

Home at Last!!!

On Saturday, December 29th, the LA&L finally brought our wayward 80-tonner home from Northumberland, PA. The engine was brought in to our yard by our other 80-tonner, Eastman Kodak #6. The R&GV RR Museum Motive Power Department quickly went to work checking and charging the batteries, securing the locomotive cab, and doing some research into the loco's block

heaters and other systems so a safe winter start-up can be achieved very soon.

The locomotive's running gear remains damaged, and we continue to work toward a settlement. In the meantime, we now have the locomotive on our property where we can evaluate it, operate the engines, use it as an interpretive display, and work toward its repair.

by Chris Hauf

More pictures on Page 6.

The recent travels of DLA 1654, our new 80 ton locomotive.

- ? Departed Northumberland on Wednesday December 19, at an unknown time.
- ? Arrived Renovo, Pa. at 7:50 p.m. on that day.
- ? Departed Renovo at 5:45 a.m. on Thursday, December 20.
- ? Passed Olean at 10:07 a.m. that day, and observed passing North Olean by Chapter member Gene Redden.
- ? Arrived Buffalo at 1:35 p.m. that day.
- ? Departed Buffalo at 1:45 p.m. that day.
- ? Interchanged with Rochester & Southern at Silver Springs, N.Y. at 4:00 p.m. that day.
- ? Arrived at P&L Junction, Caledonia, sometime during the night of December 20/21.
- ? Interchanged to the LA&L on December 28.
- ? Arrived at our Museum on December 29 at 11:15 a.m.
- ?

by John Redden

Library Report

Charles Robinson, Chairman

The Library will be open for general use on Sunday afternoon, January 20 between 2 and 5 PM. Start the New Year out Right! Visit the Library! Our heating system is working very well. A congenial group of rail fans are always welcomed.

Thanks to Bob Miner the library has now dealt with the problem of too many surplus magazines. Bob has hauled away our surplus **Trains** and **Railroad And Railfan** magazines and has sent them to railfan heaven for the benefit of departed enthusiasts. But do not despair about this donation to the outer world as the library maintains an almost a complete set of these magazines for this world.

Bob has also replaced the furnace stack cover. The former one was literally pulverized early last winter when the protecting tarps caught by the winds pulled off part of the east siding and repeatedly smashed the furnace stack with those boards as it fluttered in the winds.

Gordon Fewster, now of Hendersonville, NC, has donated recent issues of **Trains**, **RailPace**, and **Railfan & Railroad** magazines that will bring our collection up to date. He also has donated issues of **Model Railroader** and **Railroad Model Craftsman**. These will be placed in the model railroad magazine library in the NYMT model railroad room for those interested in model railroading.*

The library staff is still sorting through the Charles Belt collection. Jerry Gillette, Gale Smith, Bob Miner, Steve Oagley and myself are still placing the unusually good 35mm slides in sleeves. Bob Miner has been doing a good job of identifying the diesel locomotives but more help is needed in this endeavor. Please come out if you can help with the daunting task of identifying this interesting assortment of rail equipment.

Hope to see you at the Library, Sunday afternoon, January 20!

The December Sunday session was poorly attended—just the two librarians! Sunday hours were developed so that you would not have to travel during the winter in the dark.

* NYMT's Model Railroad room/library has an extensive collection of modeling magazines. As NYMT is open every Sunday afternoon of the year, modelers may wish to take advantage of this collection, maintained by 'Luckey' Lutherhand. Admission is free – if you are a NYMT member (individual: \$15; family: \$25 per year).

Register your Donations for 2001

from Dave Luca

Dave Luca, the Chapter's Treasurer, would like to remind all of the members that if they made any cash or non-cash donations for the year 2001 and they need an acknowledgment letter from the chapter for their income tax return, they should send this information to Dave at 983 Winton Road North, Rochester, New York, 14609-6824. This should be sent before January 20, 2002, so if anyone has additional donations to register, please send them to Dave.

Call for Nominating Committee

by Janet Dittmer

All of the officers and two of the trustee positions are up for election.

We will be electing the following: President, Vice President, Treasurer, Recording Secretary, Corresponding Secretary, National Director and two Trustees. Nobody has exceed the term limits, so maybe some will run for re-election. I have not talked to any of the officers as to their intentions.

If anyone is interested in running for any position, have them contact Janet, either through the mail, by phone or e-mail. I will be at the January meeting. [Janet Dittmer, 983 Winton Road North, Rochester, NY 14609-6824; 585-288-0318; daveluca@frontiernet.net]

I also need one other member and two trustees or officers to help on the Nominating Committee.

Dept. of Corrections

Vern Lawrence, husband to Kathy, was inadvertently left out of last month's list of volunteers on Fall Foliage Trips. Vern assisted with parking.

Have you RENEWED??

If you have not sent in your 2002 dues, Janet would appreciate you attending to this opportunity in the **very NEAR future**.

Janet is processing renewals as they come in and acknowledging your contributions. Soon she will have to return to another of her "jobs" — preparing tax returns.

Send your renewal form, check for 2002 dues (and a contribution?), payable to Rochester Chapter, NRHS, to:

Rochester Chapter, NRHS
c/o Janet Dittmer,
983 N. Winton Rd., Rochester, NY
14609-6824.

Membership Report

Beth Krueger, Chair
Janet Dittmer, Assistant

Add this name to your Roster:

Lewis Bracey
125 St. Paul St., Apt. 1220
Rochester, NY 14604-1229

Address Change:

Patrick Sofin and Sara Phoenix
301, 2910 N Powers Blvd.
Colorado Springs, CO 80922

Temporary change of address until April:

Thomas Ewart
7001 142nd Ave. N
Largo, FL 33771-4717

Change in e-mail address:

Marlin D. Diehl:
marlin_d_diehl@ieeee.org

Individual to Family Change:

James Morrow Jr. adds **Rosa** to his membership.

Any corrections?

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

NOTE Area Code Change

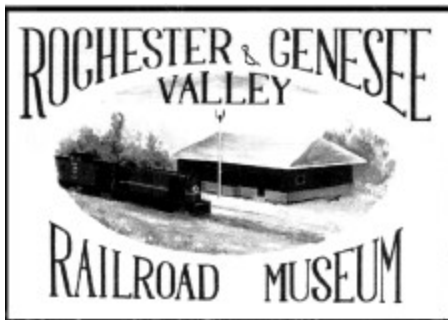
Effective immediately, the area code for the Rochester area, which was 716, is now **585**.

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 one accounts for costs, this increase may still not cover the cost of the

Contributors to this issue

Harold Crouch, Janet Dittmer, Dale Hartnett (DH), Chris Hauf (CH), Lynn Heintz, John Redden, Charles Robinson, Don Shilling, John Stewart, Jeremy Tuke, Rand Warner.



Rand Warner, *Director Emeritus*

Electrical Gang

Charles Harshbarger and Jim Johnson have installed protective guards around poles and stanchions along the west edge of our new temporary entrance road.

Scott Gleason has retrenched for electrical conduit north of the Restoration Building, laid in plastic conduits, and backfilled the trench – using our new International backhoe tractor. Now we're ready for the wiring to supply the stanchion posts with power.

Scott Gleason, Dan Waterstraat, Ron Amberger, Dick Luchterhand, Rand Warner and Jeff Carpenter have installed three wood poles between Switch #6 and Reid's Crossing for experimental support.

The return of our single axles Army trailer from Victor will provide our line crew with a candidate pole trailer -- thanks to John McDonald.

Jim Johnson has rigged up a transformer cart to provide various types of single and three-phase output from 3-phase 480v input.

Electrification & Line Crew

Charles Lowe (NYMT) and Rand Warner have surveyed the main line R.O.W. from the S-curve to Switch #6 for possible future pole locations.

From this survey, three pole locations were staked out for three wood poles to be installed now, such that they would be in the right place later on.

Trolley power substation alternatives have been investigated extensively by Rand Warner & Co., resulting in a recommendation to go forward with Niagara Mohawk (NiMo) commercial power. Details have been written up in several recent letters distributed to involved personnel.

Substation design requirements in terms of NFPA and electrical codes are being investigated by Jim Johnson, Rand Warner and Scott Gleason.

Substation construction and enclosure options are being investigated by Ted Strang and Jim Dierks (NYMT) and Rand Warner.

Our goal is to have a substation running on commercial NiMo power, completed and in operation to support at least some portion of the 2002 visitor operating season.

Shops Department

Metal Shop

Kevin Klees has agreed to head up our Metal Shop area; to organize and get into operation at least some of the machines we now have in storage – for the benefit of our volunteers and our projects. Redundant or unsuitable equipment will be disposed of for cash, or trade for something we need.

Wood Shop

Bob Mader has agreed to head up our Wood Shop area; to mount up and get into operations some of our current inventory of wood shop tools, and to determine suitable plans for disposition of the remainder. This will benefit our many wood craft intensive projects on trolleys, buildings and rolling stock.

Kevin and Bob will coordinate their efforts with Charles Harshbarger/Supt. Tool Car & Shops, and Dave Luca/ Supt. Buildings & Grounds.

They will also require support from Jeremy Tuke/Storage Coordinator, Art Mummery/Supt. Heavy Equipment, and Joe Scanlon/ Supt. Construction.

Kevin and Bob will be identifying any gaps in the capabilities of our present equipment complements – to prioritize any future power tool machine acquisitions.

Crane Gang

We have a new Crane Gang. Sam Swisher, assisted by Otto Vondrak, Joe Woerner and Tom Rohatsch are using our Fairmont Track Crane (ex G&W RR) to relocate rail and switch parts presently stored in the S-curves area.

This project will yield several benefits to both R&GV RM and NYMT.

1. Move stored material to west side of main line, out of way of pole crews for electrification.
2. Free up east side of right-of-way for general equipment access for M.O.W. and other purposes.
3. Organize the rail and switch parts into neat piles so we know what we've got and can easily get to it.
4. Eliminate the present safety hazard of poorly stacked rail and switch parts.

After getting lots of good experience on this project, they'll be ready to work with Dick Bean and our Burro crane when that unit goes into operation – hopefully in 2002.

R&GV RR Museum Star Brakeman's Lanterns still available!

Our first order of Star 292 Brakeman's lanterns with the R&GV RR Museum logo were delivered before Christmas and all pre-Christmas orders have been filled. We have extras, though!



Anyone interested in purchasing a lantern can contact Chris Hauf (381-8583) crhauf@frontiernet.net. Lanterns are \$25.00 + tax (\$2.00) without a battery and \$30.00 + tax (\$2.40) for a lantern with a 6V battery, each. All proceeds go directly toward supporting the R&GV RR Museum.

A special thanks to Star Headlight and Lantern for getting our lanterns ready for Christmas and for Jeremy Tuke for handling ordering and pick-up. They look really great! (*Editor:* They are also robust, have selection of spot or general lighting, plus a spare bulb. The spot is a halogen bulb and very bright.

Who Knows?

- ? Someone who has railroad photos showing the handling or shipping of milk, dry beans, hay or apples on the railroad? (We're also looking for other artifacts, paper goods and stories related to the handling of these produce items).
- ? Who can donate two large wooden barrels to the Museum?

Contact: Dale Hartnett at 585/243-0139 or at dhartnet@wuhf.sbgnet.com.

Young Railfans Wrap Up Busy 2001

by Dale Hartnett

The Rochester Chapter's Young Railfans have moved from "helping" on projects to "owning" projects in 2001.

The eight young men's accomplishments in the past year included:

- ? Restoration of antique phone boxes
- ? Restoration work on interior of BR&P caboose
- ? Preparation of BR&P caboose for outside winter storage
- ? Assist with the replacement of hill block
- ? Set grade stakes for subgrade north of Restoration Building
- ? Marked east property line
- ? Helped on building Track 7 north of Restoration building
- ? Helped scrape, prime and paint the depot exterior
- ? Cleaned leaves from right-of-way
- ? Painted signal boxes along right-of-way
- ? Made safety chocks for construction equipment
- ? Began building eight additional lecterns for museum displays
- ? Painted picnic tables and steps
- ? Removed paint from FGEX reefer
- ? Assisted with enclosure for lagging removal project
- ? Waxed sides of MU car
- ? Helped with TC-3 starter and fuel tank repairs

? Replaced battery in TC-3

Young Railfan Jesse Marks is currently restoring the REA express cart for his scouting Eagle project.

The Young Railfan group hosted its third annual pancakes breakfast in May. Members of the group and their families also participated in the End of Summer Picnic, Year End Party and Winter Overnight.

Along with learning how to perform the tasks necessary for all the above projects, members of the group also received instruction on operating diesels and track cars. They even had the chance to get some "seat time" with both locomotives and speeders.

None of this would be possible without the help of dedicated parents who bring the young men to the Chapter's museum twice each month and the Chapter members who generously share their time and skills with the group. A special thanks goes out to dads Charlie Marks and Tom Downes who have helped the group on numerous occasions (and done a considerable amount of work themselves) and to the parents who helped prepare the Pancake Breakfast.

One of the most rewarding aspects of the program is watching the participants grow as they take on more responsibility and become more independent. We even have one of our group studying surveying at Alfred Tech after first being introduced to a transit at the museum!

The Young Railfans are the Chapter's youth group, organized under the auspices of the scouting Venture program. Young people ages 14 to 21 are eligible to join. The Young Railfans will be recruiting new members before Spring.- Contact the group's advisor, Dale Hartnett, for more information (585-

REA Truck Update

by Lynn Heintz

The progress on the '39 Ford Railway Express Agency truck has recently seen some good news and bad news. We now have a grill and axles for it. To complete the front end only a pair of fenders and the stainless grill trim are needed. Earlier in the fall a very nice gentleman from Lockport donated a large quantity of parts to the project. Just about everything to rebuild a complete block was included. Upon investigation, it was discovered that this truck has been re-engined with an 85 hp motor. As built and delivered from Ford it had a 60 hp motor. The difference is the physical size of the motor. The 60 hp looks like a shrunken version of the 85 hp.

LV Bridge Print Donation

by Lynn Heintz

The very large framed blueprint of the LV RR bridge crossing the Genesee River that was on display in the south waiting room during the 2000 season is now the property of the Chapter. This donation was recently presented to us by Joe Spezio.

When Monroe County became owner of the LV right-of-way in the county, this print was conveyed along with the title. This print dates to WWI. It was given to Joe when his firm was contracted by the county to remove the ballast for the developing hiking trail.

Although it now has a home that will give it greater exposure to the interested, one can only wonder what other historical assets have been disposed of by the careless handing of municipalities.

Chapter Member has article in RMC

Chapter member, Otto Vondrak is an active author with another of his articles appearing in **Railroad Model Craftsman** – the February 2002 issue this time.

This one is on modeling an HO gauge modern sanding facility based on one at the CSX's Rochester Goodman Street yards. The model appears on Rochester & Irondequoit Terminal model railroad at the Rochester Institute of Technology Model Railroad Club layout. Besides telling how to do it, Otto has illustrated his article with two prints of the model and five pictures of the prototype. The prototype consists of a former NYC 34-foot twin-bay hopper, and a 20-foot container housing the air compressor equipment. Nothing fancy, but effective!

Thanks to

John McDonald for arranging return of Museum's single axle Army trailer from Victor Highway Dept.

Gale Smith for donations towards PC Caboose Fund, *Pine Falls* and Excursion Train Car set.

Rand Warner for set of starter wrenches, 600v meter for trolley, and assorted maps.

Dale Hartnett for underwriting materials charges for new lecterns built by Young Railfans.

RW

Old Dominion Chapter develops Scholarship Plan

The Old Dominion Chapter, NRHS, of Richmond, VA has developed a eight step scholarship plan for volunteers attending training and educational conferences. Among the steps, the Chapter will pay one-half of tuition and registration (or \$250.00, whichever is less); member must provide a write-up; member to make duplicate set of any training materials (reimbursed); Chapter will not pay for personal expenses. [*Highball*, Dec. 2001]

Railroad Area

John Redden, Administrator

Motive Power Update for December

Steam Locomotives

The shed inside the building has been completed by Kevin Klees, with help from the R.I.T. volunteers and several chapter members. This shed has been given a preliminary inspection by our contractor, and has been approved. This is a significant milestone in the lagging removal project.

Our "R.I.T. Team", which includes Ron Amberger and students Tim Tuetken and Sam Rogers, as well as several other students, and alumni, has been very active in supporting the steam program. They recently took the mechanical lubricator from the Heisler fireless locomotive up to R.I.T., cleaned it up, and tested it. It has been returned to the Museum for future installation on the engine. They also took the turbo-electric generator to a laboratory at R.I.T. for testing and re-work.

Tim has blocked the driving boxes on the Fire-less, in preparation for jacking it up. Moving the Fireless into the building will require some jacking and sliding on I-Beams. These beams were moved up to the building by Dan Waterstraat, and prepared for use by Kevin Klees. A load of stone was ordered and delivered for this project. Dan Waterstraat took about 10 tons of it up to the building using the Trojan loader. Ron Amberger, Tim Tuetken and John Redden spread the stone and tamped it down.

Diesel Locomotives

As noted elsewhere in this issue, our wayward 80 ton locomotive has arrived on December 29. This is a result of a great deal of work by many Chapter Members. From the time of its purchase, until its arrival at our Museum, there have been many trips to Pennsylvania by our people, and countless hours of phone calls, letters, fax messages, and meetings. Although the engine is, in fact, damaged, its arrival is a significant accomplishment.

The other military engine, Army 1843, has had an electrical problem in the battery charging circuit diagnosed by Norm Shaddick, Jim Johnson, Dick Holbert and Kevin Klees. Replacement parts were ordered by John Redden, and may be installed by the time you read this.

The RG&E 1941 continues to make progress in its long restoration. Neil Bel-lenger has fabricated mounting hardware, and

mounted an improved handbrake on this unit. John Redden recently hooked up the shop air supply, in order to test the many feet of new piping and fittings in the brake system. The electrical team of Jim Johnson and Dick Holbert have made significant improvement in the insulation on the high voltage wiring and bus bars running from the electrical cabinet to the generators and traction motors.

Gasoline Locomotive

As the weather has gotten colder, the Plymouth locomotive is starting to get more attention, per plan. The engine block has been in a local shop for cleaning and rebuilding. Kevin Klees has taken the generator home as a "cottage industry" project, and has rebuilt it with a cleaned up commutator, new brushes and new bearings. He also fabricated a cover for the voltage regulator. Next component into his home shop will be the starter.

Many thanks to everyone who generously offers their time and talents to the Motive Power Department.

Colorado RR Museum installs turntable

The Colorado Railroad Museum in Colorado has installed a 72-foot turntable. With volunteers not having a degree in 'Turntable 101,' they are proud that one or two persons can spin the turntable; the problem is, stopping it! [*Interemountain News*, Jan/Feb 2002]

Building a Line Car

This one may be of interest to Rand and the #01 Line Car project. This is a modeling article on scratchbuilding a Niagara, St. Catharines and Toronto line car by Bill Sharpe appearing in the February 2002 issue of **Railroad Model Craftsman**.

Included in this article are five pictures of the prototype line car, a picture of the truck detail fifteen photographs on constructing the model and the plan for same.

Rochester Junction Program

The Honeoye Falls-Mendon Historical Society is calling for input for an open roundtable forum "Rochester Junction" to be conducted on Thursday evening, May 2, 2002. Walking tour of the Junction will be at 6 PM; forum at 7:30. Bring photos, memories and memorabilia. To participate, call Paul S. Worboys at 624-9803.

Year End Party - From Page 1

tonner, the DLA 1654 was worked-on by Art Mummery, Norm Shaddick, Jim Johnson, and John Redden. We were able to start its prime movers late in the afternoon. It was idling most of the evening, giving the membership a chance to see our latest acquisition. The *Pine Falls* was again ably staffed by Gale Smith, who provided hot cider, rum balls, and hot popcorn. Thanks to Sam Swisher and Otto VonDrak for helping out on the *Pine Falls*, including polishing the lounge windows. They also provided the TV/VCR setup at the last minute so the lounge patrons could enjoy the videos on railroads.

Hot chili and soups were available in the cabooses and in the depot agent's office, courtesy of ~~CH~~ ~~Huffy~~ ~~Klees~~.

It was another thoroughly enjoyable evening that offered some experiences that are not easy to find in 2002:

- A nighttime ride in a cupola caboose that's carrying kerosene markers;
- A walk down the hallway of a vintage Pullman car, that ends in a lounge that has great food, great company, and train videos running all evening.
- A country depot that's alive with activity on a wintry night.
- A ride in a freshly repainted and fully lettered caboose, from a fallen flag road that's been gone for 25 years.
- A walk through a railroad yard that's illuminated with kerosene switch lamps, and brakemen's lanterns.

Our thanks to Rand and Marge Warner for their many years of dedication to the Year End Parties. They have organized and managed the parties for at least 15 years, and their efforts are greatly appreciated.

R&GV RR Museum Denim Shirts Available

We are pleased to announce an on-going fundraiser for the Rochester & Genesee Valley Railroad Museum. We now have available long-sleeve denim shirts embroidered on the left breast with logo of the Rochester & Genesee Valley Railroad Museum.

The Shirts are \$25.00 plus tax (4%NYS Tax = \$1.00 per shirt) each for adult sizes small to extra large. For sizes 2XL and larger, please add \$2.00. These are GREAT looking shirts! They can be ordered at any time by calling or emailing Chris Hauf (381-8583, crhauf@frontiernet.net) or send your order and check to the Chapter's P.O. Box to the ATTN: Shirt Fundraiser. CH



Jeremy Tuke Photo

last car to derail just missed the empty railroad station located on the river bank.

The reason why the train was travelling faster than the posted 5/10 mph has not been published. It appears that the problem started near the Ridge Road area when the train began to pick up speed as it was being pushed by loaded cars down a gradual downward slope as it travelled the four miles to Charlotte. This trackage was the former New York Central's Charlotte Secondary, and connected with the former 'Hojack' (originally RW&O, later NYC) which crossed the Genesee River on a swing bridge.

The engineer/conductor jumped from an engine; he received a minor arm injury. Fortunately, there were no other injuries or human casualties.

The Fire

One tanker of acetone ruptured and caught fire, which in turn ignited the a large quantity of spilled coal. The status of the other two tankers was not clear, except one was pumped out to truck tankers. One house was destroyed by a rail car; another by the fire. Several cars and boats in the area were destroyed; one boat, a race-winning three pontoon racer, was heavily damaged.

The Rochester Fire Department went to 4-alarm status, calling in other fire departments such as Kodak Fire Department and a foam unit from the Rochester Airport Fire Department plus other departments. It was several hours before the fire was put out.

Because of hazardous materials, many blocks in the area were evacuated until the next day.

The Engines

One of the two engines, GP38s, had almost half on one side

(Continued on Page 7)

Charlotte Train Wreck

[Editor: The following is based upon excerpts from the Democrat & Chronicle newspapers and R-NEWS

TV news (Channel 9). The first reports are based upon preliminary information; '/' indicates variations. The final report, and cause, will be months away.]

At about 3:30 PM on Sunday, December 23, a freight train, consisting of two locomotives, two tankers of acetone, one of methylene chloride, a possible box car or two, and the rest loaded coal hoppers totaling 43/45 cars derailed about half of them with spectacular results.

The cars and the locomotives derailed as the train, travelling at an estimated 35-45 mph, failed to negotiate an almost 90-degree curve. The



The Views:

Page 1: A roster shot of the 1654 parked on our lead.

Left: LA&L Alco RS-1 #20 delivering the locomotive to our switch.

Below: EK-6 heading out to pick 80-tonner#1654 from the LA&L, and then pulling it into the yard.

Below left: A shot of Jim Johnson, Art Mummery, Scott Gleason and Dan Waterstraat observing the delivery.

Digital photos by Chris Hauf



Origins of Our Depot's Names

Research: Donovan A. Shilling

While we're sure most members know that the name of our Chapter's depot is INDUSTRY, many may not know the origins of the other colorful names the depot site once held. "Industry," by the way, was the official U.S. Post Office's name for the New York State Industrial School in the town of Rush. Our Erie station, therefore, also received "Industry" as its title shortly after 1909. That's when the last of the inmates from Rochester's Western House of Refuge at Phelps and Backus Avenues were transferred to their new location in south Rush.

Rochester's old penal establishment, created in 1849 as a "refuge" for juvenile delinquents from ages eight through eighteen, was a dreary complex built of stone and brick with walls twenty feet high, the only such walled institution of its kind in America.

At the turn of the last century there was a nationwide movement to reform these institutions. An endeavor was made to provide the young miscreants with more humane conditions. The State Board of Charities in Albany felt strongly that fresh country air, pastoral surroundings and agricultural pursuits in rural locations such as Rush, would hasten the rehabilitation of the young hoodlums during their incarceration. Thus, the present State Industrial School was relocated beginning about 1908.

The original name for the early depot was "SCOTTSVILLE." This was its name when the Rochester Division of the Erie Railway acquired the Rochester & Genesee Valley Railroad. At the time the village of Scottsville was the nearest community to the old railway station.

In 1903 the name of the depot was changed by Erie railroad officials to "PIXLEY." This name was in honor of Charles Hunt Pixley, who had been Station agent at the site for nearly forty years!

Later, when the present station was built, the Erie officials again changed the name, this time it was to be "O-AT-KA." However, the name change wasn't very accurate since Oatka Creek is actually on the opposite side of the Genesee River, nearly a mile and a half away. Fortunately the name was changed once again, this time to INDUSTRY.

A Hudson to the Rescue

by Harold Crouch

One night in the summer of 1950 while working the Westbound platform at Buffalo Central Terminal, train #68, The "Commodore Vanderbilt" arrived whistling for relief – account ground relay trouble. An inspection of the main generator, electrical cabinets, and the two traction motors of the E-7 "A" unit did not take any exceptions. So told the Syracuse Division crew that they would have to make it on three power units – the power plant with the ground being left off the line. No. 68 departed on time and I returned to the West End to check the Westbound fleet coming through. On reaching the West End again the Yardmaster called to say that #68 was dead at Depew, NY. *Oh Boy!!*

Rushing back down to the East End again, a mail and express train with a J-1 Class Hudson on the head end was just departing. The engineer was swung down and I got aboard to ask the engineer to drop me off near #68. He nodded his head and widened on the throttle once again while I took the Brakeman's seat behind the fireman. Sure good to be on a steamer again! NO ground problems here!

The engineer dropped me off where #68 had stopped and, on getting up to the cab, a Road Foreman of Engines had been able to precede me. It turned out that the eighty amp

control fuse had blown. By now there was a small "mountain" of blown fuses on the cab floor. It was pointed out that it is useless to keep putting more good fuses in only to have them blow: something had to be done.

Going back in the trailing "B" unit, the control was put in there, only to have this fuse blow too! Obviously, we had a bad low voltage ground – compared to the high voltage ground mentioned previously. So the next move was to take down the jumper cable between the units. With one last ground fuse, it was applied to the "B" unit. Fortunately it held and the two oil engines in the "B" unit were re-started and put on the line.

By now the head brakeman was on the ground and so the hostler's controls in the "B" unit were cut in and the locomotive moved away from the train. The Road Foreman shortly re-appeared – he had gone to obtain a relief locomotive – and it took over. The relief locomotive took the train forward while we took the units back to East Buffalo Engine Terminal.

Here it was found that a fuel pump motor on the "A" unit had gone to ground. The motor was changed out and the units dispatched East to Harmon Electric Shop for maintenance.

An exciting night!!

Plumbing Help Needed

We are looking for some professional plumbing help to estimate the cost of some drain repairs in the basement of the Industry Depot at R&GV RR Museum. Basically, some modifications and repairs need to be done to the 4" cast iron drain pipe in the floor of the basement. We want to understand the cost and any issues with making the repairs and improvements. Charlie Harshbarger has already done a preliminary estimate and had it reviewed by some members of the R&GV RR Museum, but we want to make sure we did not miss anything. If you can help, please contact Charlie Harshbarger or Chris Hauf (381-8583; crhauf@frontiernet.net).

CH

Wreck - From Page 6

ripped open [see photograph by Jeremy Tuke].

Clean-up

CSX had contractors on the job early the next morning (Monday, Dec. 24). The crews had Christmas Day off and then returned. Just in that one day, they made a lot of progress. Wrecked coal cars were shoved off the ROW, the engines were re-railed and hoppers that could be re-railed were done so. Within a week, any contaminated soil was bulldozed onto tarps for disposal as hazardous waste, coal piled up, wrecked tracks

removed, roadbed repaired, new panel tracks laid and ballast applied. The next train was not scheduled until January 6, a week later after the reconstruction finished.

[It was my intent to include a few photos of the fire from the Internet. However, was not able to make contact for permission to print. Besides, the absence of 'color' reduces their impact.]

Web sites are:

1. www.mcfw.com (Monroe County Fire Wire.)
2. www.rochester-railfan.net Select

Rochester Chapter National Railway Historical Society
The Semaphore
 P.O. Box 23326
 Rochester, NY 14692-3326

Non Profit Org.
U.S. Postage
PAID
 Rochester, NY
 Permit #826

Chapter Meeting & Program:
**Wellsville, Addison &
 Galeton RR**
 by John Stewart
January 17, 2002
40 & 8 Club
933 University Ave.

The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$8.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

Rochester Chapter NRHS Officers:

President: Chris Hauf
Vice President: Steve Oagley
Treasurer: Dave Luca
Recording Secretary: Jeremy Tuke
Correspondence Sec.: Tom Tucker
National Director: Bob Miner

Trustees: Charles Harshbarger, Dale Hartnett, Art Mummery, Joe Scanlon, John Stewart and John Weber.

The Semaphore Staff:

Editor: Gale Smith
Printing: Bob Miner/Gale Smith
Mailing: Dan Cosgrove

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

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)
