



The Semaphore

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

October 2002
Volume 45, No. 1,2

Program for Oct. 17:

Glen Haven Trolleys

by Charles Lowe

Charles will detail the interesting history of the Glen Haven trolley with slides and narrative. Also, his recently released book about this line will be on sale at the meeting.

We meet at the 40&8 Club on 933 University Ave. across from the Gleason Works. The business portion starts at 8 PM, followed by a short intermission and then the program. Visitors are ALWAYS WELCOMED. Invite a fellow, or potential, railfan!

Library Hours

7:30-9:30 PM

Monday, October 21

Library Phone: 872-4641

Museum Operations

by Jeremy Tuke, President

While the Chapter's focus has somewhat shifted to staffing the Fall Foliage Excursion trains which are running through the end of October, let's not forget the Museum this Fall. Staff is urgently needed at the New York Museum of Transportation, our sister museum, in the ticket and gift shop areas.

If you can help out for any of the upcoming Sundays in October, please contact Bob Miner at 671-3589, or e-mail to: alfred_m_2002@yahoo.com; or Jim Dierks at 473-5508; jdierks@worldnet.att.net.

Your help will be greatly appreciated!

G&W buys Utah Railway

Rochester derived Genesee & Wyoming recently purchased Utah Railway. The Utah is primarily a hauler of low-sulfur coal. G&W owns or leases over 20 railroads operating over 10,000 miles of track in the US, Canada, Mexico, Bolivia and Australia. [Trains, Nov. 2002, pg 16.]

Locally, the original G&W became Rochester Southern. Several investment analysts recommend G&W stock.

'Bandits' rob Excursion Train

Last year, these masked horse-back riders were photographed watching our operations in Sodus. On the Saturday, October 5th trip this year, they stopped the train and preceded to go through all five cars retrieving money bags. Fortunately, our riders were just onlookers and were spared on any "contributions".

It is rumored that they will again board the train on the Sundays of October 13 and 20.



Fall Foliage Excursion update

by Jeremy Tuke

By the time this makes *The Semaphore* our Fall Foliage Excursions will have run several times, and hopefully the leaves will finally have begun to change. Thanks to a serious commitment of time by several members over the course of the summer the car set received much needed attention, and a number of significant tasks were accomplished.

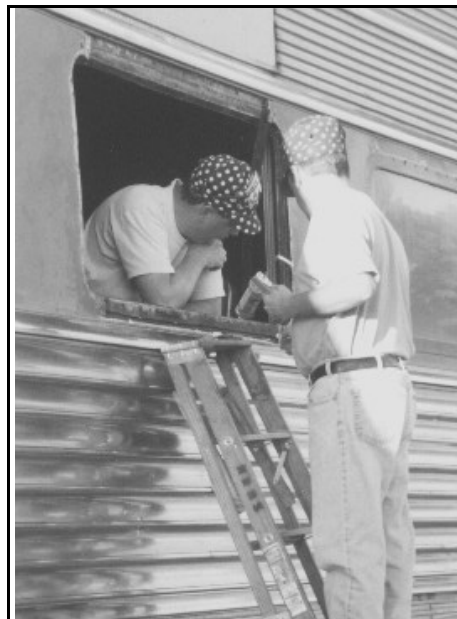
Heavy work was performed on the Alonzo B Cornell RPO car, which serves as our HEP generator location and gift shop. A "keel" weighing over 5000 lbs. has been

fabricated and hung from the center sill of the car, along with a new 1000 gallon fuel tank. These additions have served to help balance the car, adding weight below the floor line, which helps the car to ride with greatly reduced motion and less rocking. Also, old heavy diaphragm frames have been cut off the car ends, also reducing weight above the floor line.

Many volunteers spent many hours working on window rehab and replacement, both with existing windows, as well as preparing for the installation of the new escape windows. These will be installed on either side of each car after the excursion season ends. Most all of the existing windows have been polished, though there are always more that can be worked on.

The other major accomplishment this summer has been the addition of rubber diaphragms between the cars. Based on a design that Dave Luca presented, stainless steel frames were fabricated, rubber material cut and punched, and the diaphragm assemblies welded to the car-ends. This will make passing through the cars safer and less unpleasant in inclement weather.

On the cosmetics side, Dale Hartnett led a team to scrub the stainless steel fluting just above and below the window bands on the cars. This was a definite improvement to the trainset's appearance. The hope would be to someday clean the stainless fluting on the tops of the cars. This is complicated since the roofs have been painted, and are hard to access. A good 3000PSI pressure washer with a baking soda injection cleaning system along with one of our museum bucket trucks



Jeremy Tuke and John Redden prepare the opening in Car 5 for the installation of a refurbished window module.

(Continued on Page 5)

Schedule of Track Car Operators

October 6:

Charles McCabe
Bob Achilles

October 13:

Harold Russell
Bob Achilles

October 20:

Randy Bogucki
William Blaesi

October 27: [Season ends]

John Becker
Jerry Gillette

Are you up to the challenge?

by Chris Hauf

As we enter the 4th quarter of 2002, things are looking to be as busy as ever around the R&GV RR Museum. We have several projects we would like to undertake or bring much closer to completion this fall and early winter, but to do so, we need a little help. So, here is the challenge.

We need to raise some additional funds to push these projects over the top in 2002. Every dollar counts and it all adds up! Here is the projects we are looking to complete and the fund-raising goal we hope to achieve for each:

? Rebuilding Track #5 in the R&GV RR Museum's Industry Yard (Goal = \$2500.00)

We need to purchase at least 250 tons of stone along with at least 25 new ties to rebuild the siding. Rebuilding the track will help us with drainage and greatly improve our Industry yard! Again every dollar helps. \$8.00 buys a tons of stone! \$20.00 buys a new tie!

? Batteries for RG&E 1941 (Goal = \$750.00)

Due to the hard work of many people, we are very close to restarting RG&E 1941 after much rework. When it was taken out of service, its batteries were no longer good. Thus we need a new set of batteries. The locomotive takes **four** 8-volt batteries at a price of \$150.00 each and we need some additional materials to complete the rebuild of the battery box that contains them. Can you help? Three people donating \$50.00 each buys a battery. All we need are 12 people to get the batteries!.

>>>>

Depot Tour Guide Schedule

Depot Guides should be at the Depot no later than 11:00 AM to open up the displays and "police" the grounds. First group will arrive at 11:30,

If you are not able to make your scheduled date, please arrange to switch with another person on this list.

October 6:

Don Shilling
Bob Moore

October 13:

John Weber
Duncan Richards

October 20: (RIT Day)

Joe Werner
Tom Rohatsch

October 27: [Season ends]

Dale Hartnett
Harold Russell

? Big Dig! (Goal = \$500.00)

In order to complete the trackwork around our Restoration Building, we need to move mountains! Well, a small mountain, but a minimum of 2500 cubic yards of earth is no small pile of dirt to move. The goal is to move the dirt this fall from the north end of the building where the ground is high to the south end of the building to fill in where the ground is low to give us a large, even piece of land around the building. To do this is going to require the operation of a lot of our construction equipment and that takes a fair amount of fuel.

Can you help us fill our tanks? Each gallon counts! \$1.10 buys a gallon! \$10.00 buys 9 gallons!

If you can help, please send your **tax deductible donation** to the Museum at this address:

Special Projects
c/o Rochester Chapter, NRHS
P.O. Box 23326
Rochester, NY 14692-3326

Or if you are out at the museum, drop your donation in one of the several donation boxes found in the south waiting room of the Industry Depot and the DL&W baggage car. If you have a specific project you would like to see the money to to, please consider putting your donation in an envelope and marking it with the project you want to support.

Have a question, please contact Jeremy Tuke (359-8944), Dale Hartnett (243-0139) or Chris Hauf (381-8583).

Membership Report

Janet Dittmer, Chairperson

Contact changes:

Tony Mittiga has a new e-mail address:
amittga@rochester.rr.com

Sam Swisher has a new phone number:
585-288-0834.

Any corrections/address change?

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 next issue.

Membership Rates:

National + Chapter membership:	\$40
Above as Family membership \$52
Local* \$20
Local as Family* \$29
(* Holds National membership elsewhere)	
National only \$20
National as Family only \$23
Subscriptions only: \$8

New and Renewal memberships (see due rates above) should be sent to:

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

Mailing Problems: Concerns about receiving this newsletter should be sent to Dee Mower, 21 Coleman Ave, Spencerport, NY 14559 <dmowers@rontiernet.net>

Contributors to this issue

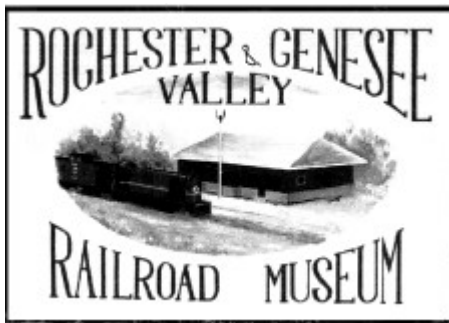
Ron Amberger, Janet Dittmer, Dale Hartnett, Chris Hauf, Ted Jackson, John Redden, Harold Russell, John Stewart, Sam Swisher, Jeremy Tuke, Rand Warner.

Don't Forget

... to call Jim East at 377-5389 or e-mail: raileast@aol.com to schedule your time for the Fall Foliage Express!

Editor is on the InterNet

The e-mail address is:
gale299@frontiernet.net.



MUSEUM MUSINGS

by Dale Hartnett

What makes a really good museum? I suspect that the answer is much like the answer to the question, "What makes a really good restaurant?"

Bob Moore of the Red Osier Restaurant, arguably one of the finest prime rib restaurants in the Rochester area, once said to me, "Back here in the kitchen, every restaurant is pretty much the same. What makes the difference is what we do in the dining room. That's all show business."

Every guest expects to be treated well, to avoid long lines, to have a clean facility and either to learn something or to be entertained. If they aren't, they won't be back and they'll probably tell their friends about their lousy museum experience.

But what are the things we do (or can do) that will help them tell their friends about what a terrific visit they had to the Rochester & Genesee Valley Railroad Museum and the New York Museum of Transportation?

? Did we make learning fun?

? Did we speak to the level of the visitors, both with our oral presentations and our exhibits?

? Did we tell neat stories?

? Did we smile?

? Were we truly happy to see our guests and thank them for coming?

Rand and Marge Warner recently completed a trip to an antique car gathering in Maryland. Along the way, they visited several museums and made note on their impressions of what the museum did right and what we can learn from each museum they visited.

I'd suggest that we each visit our own museums on a Sunday afternoon. Take the tour the way our guests tour us. Ride the track car ride. Listen to our Depot Guides.

What can we do better? Our planning for next season is already starting.

Please let me know your thoughts!

Managers

Railroad: (Motive, Rolling stock, MOW, ROW)

John Redden: 388-9124; ejredde@frontiernet.net

Infrastructure: (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)

Dave Luca: 288-0318; daveluca@frontiernet.net

Visitor Experience: (Visitor, Train & Track Car operations, 4-Q Vision, Special events)

Dale Hartnett: 243-0139; dhartnet@wuhf.sbgnet.com

Motive Power Update for September

by John Redden

Gasoline Locomotive:

A number of parts were rebuilt or rehabilitated this month. These included the carburetor and starter solenoid that were salvaged from discarded construction equipment last month. In addition, the Buda camshaft was cleaned up and made-ready for re-installation. Also, work has started on the second of four sander valves. Thanks to Kevin Klees for doing this work at his home shop.

Steam Locomotives:

Ron Amberger, Norm Shaddick and Kevin Klees continue to disassemble the running gear on the fireless locomotive. This month, the crosshead slides were disconnected, and work was done on removing the crosshead keys. According to Ron, the disassembly is nearly complete. Most of the parts have been evaluated and very few problems have been found.

Diesel Locomotives:

Young Railfans Mark Wiczorek and Jesse Marks cleaned out the water storage tanks for the EK-9 and 79, to help prepare the engines for Winter. These locos were drained and winterized by Chris Hauf and John Redden. Norm Shaddick serviced the batteries on the 1843, in preparation for Winter.

RG&E Loco 1941 has gotten quite a lot of attention this month. Neil Bellenger continued his superb metal work, in fabricating structural steel and sheetmetal around the cab. Chris Hauf has done a lot of cosmetic body work and priming, and has started to repaint some of 1941's parts back to RG&E Brewster Green. Dick Holbert has spearheaded the effort to get the two battery-charging alternators rebuilt, and has recently rehabbed a large power resistor in the electrical cabinet. Art Mummery has offered to replace the seals for the alternator drive couplings. And more air brake piping installation work was done by Norm Shaddick, Bob Mader and John Redden. We've gotten a lot accomplished in a fairly short time this

month; thanks to all who helped out.

USA 1654

We have a different engine to report on, this month. The U.S. Govt 80-tonner, number 1654, got a blitz job on Saturday, September 28th. As you may recall, this engine was severely damaged by a Class I railroad, while in transit to our Museum. Dick Holbert has been studying the electrical layout of the engine (without benefit of a schematic). After determining a way to run the engine on either one or two traction motors, we set about making the appropriate electrical and mechanical changes to the engine. Steve Huse, on very short notice, climbed under to re-engage the pinion gear on the number two traction motor (a very dirty and time-consuming job). John Redden re-installed the brushes on this motor. We were able to start number one prime mover, and Dick Holbert moved the engine under its own power for the first time in over three years. We hope to eventually use the engine, at reduced horsepower, on two of its four traction motors.

They Shall Rise from the Ashes (Again)

by Rand Warner

Congratulations to our Motive Power Team. At approximately 4:30 PM on Saturday, September 28th, our battle weary GE Center Cab, Army #1654 moved under its own power for the first time since it left the Army Depot at Mechanicsburg, PA three years ago!

You may remember that this engine was very seriously damaged while being delivered from Pennsylvania by railroad.

Although we have yet to see one red cent of claims settlement with the responsible Class I carrier, we are very pleased with the progress just demonstrated by our Motive Power Team of John Redden, Dick Holbert, and Steve Huse.

With information obtained from the military, who uses this type of loco, John and Dick were able to determine needed wiring changes to isolate the nonfunctional traction motor in each truck. (Continued to Page 4)

Ashes

(Continued from Page 3)

Steve Huse spearheaded the re-engagement of the traction motor drive pinions for the two partially good traction motors -- one in each truck -- assisted by John Redden.

When this job is completed, we will have one prime mover and generator in each end of the loco driving one traction motor in each truck of loco.

Checkout of the first truck converted was successful, so we are optimistic about the second truck. You should have a full report next month of at least on partially functional Army #1654 loco.

Please stay tune ...

Trolley Dept.

by Rand Warner

RL&B Interurban #206

Foreman: Bernie Cubitt

Bernie is working on rehab of under car framing.

Next comes installation of new bolsters that are in fabrication by our welding crew.

Then comes relocation of the car body onto the proper Baldwin trucks we already have on hand, from Pittsburgh. We also have one motor for each truck, to be donated from the interior clean out of our Line Car #01 project.

We already have on hand truss rods and queen posts from Pittsburgh.

We have the new rubber membrane technology to be considered for covering the roof and extending its future life.

We need some woodwork on the clerestory section top edges before we can expose the car to weather, rain and snow.

The north end section can be replicated from the south end pattern.

The interior partitions can be completed, and/or replicated from what is still existing in the car.

We have enough borrowed seats in the car right now to do the smoker section.

We have baggage racks on hand, to be installed in the car, from our trip to Pittsburgh last year.

We are beginning to collect parts for the braking system. Some parts have already been delivered from Webster and Pittsburgh.

We are beginning to collect parts for the electrical system; some from Pittsburgh and some from elsewhere. NYMT may have controller.

Patterns for the pilot, coupler mountings, flag brackets, marker brackets, and under-

body parts exist on EC&W #107 at NYMT.

We are in pursuit of trolley poles, bases and related hardware from several sources.

Bernie, Chuck Whalen & Co. have made great progress on stripping paint down to the original finish on the inside of the car.

Bernie is planning to rehab/replace some windows and doors from existing patterns now on the car.

Replacement green transom window glass is available from glass hobbyist suppliers.

Clerestory glass is all in place and intact, but needs paint stripping.

New birch ceiling panels need to be procured and installed.

Very close replica/prototype interior lights are available from Lowes, Home Depot and Chase-Pitkin.

Window latch hardware can be obtained from suppliers.

New rear wood steps need to be fabricated, also the center and end roof walk assemblies.

Arc type headlight is already on hand. Marker lights are available.

We are really got a lot going for this project. Won't you please give Bernie a hand on this effort.

Line Car #01

by Rand Warner

Our Challenge Grant program for the Line Car Roof was very successful, thanks to contributions by Robert McKnight, Dorothy Boyer, Gale Smith and Rand Warner.

The new single piece, rubber membrane roof was installed by Sunset Construction LLC on Thursday, September 26th, just ahead of the major storm that arrived on Friday.

The new roof will protect the basic integrity of the line car, and allow us to now proceed with confidence of rehabbing the siding for the car. Due to the generous response to the Challenge Grant, we have some money left over to purchase at least some replacement siding material, allowing us to get started on this next phase.

Another spin-off benefit of the new style rubber membrane roof upgrade is its potential applicability to roofs on a number of other pieces of our railroad equipment such as cabooses, coaches, baggage car, RPO car, snow plow and other trolleys.

We will be looking into these new potential applications on this new technology of roofing which could give us a real leap ahead in roofing integrity and longevity. Thank you all for getting this effort jump-started!

Salvage Cleanup Is Continuing

by Rand Warner

Another couple loads of scarp heavy equipment and scrap metal materials have gone out since our last report.

You can really notice the results and benefits now, with more space and more flexibility for parking the remaining equipment, more emphasis on restoring, operating, and maintaining the remaining equipment, better appearance to our visitors, neighbors, community, and volunteers, and especially —freeing up space for fill from our upcoming "BIG DIG".

Congratulations guys for really getting the momentum going on this PAY OFF PROJECT!

Freight Department

Supt. Chris Hauf

Kodak Park RR Tank Car

Rand Warner, Foreman

This car has all the silver painted and most of the black. We plan to have Chris Hauf shoot the remaining black areas with his portable gas powered compressor/sprayer outfit. Then it is on to the correct back dating of lettering, logo, and numbers.

Wood on the platform walkways still needs to be replaced, and also at the tank mounts.

At some point in the future, we plan to remove the platform around the dome.

This Kodak tank car was built in 1930 so is one of our really authentic and vintage pieces.

1939 Ford Railway Express Truck

by Rand Warner

We are pleased to have a new resource person on the REA truck restoration project.

Lee Shanks, a long time flathead V8 Ford restorer and owner, is aware of and has been out to see our truck. He has agreed to be a resource for us, and also can direct us to Ford V8-60 and V8-85 engine and drive line parts.

Thanks a lot Lee for your willingness to help.

What do you know about Macks?

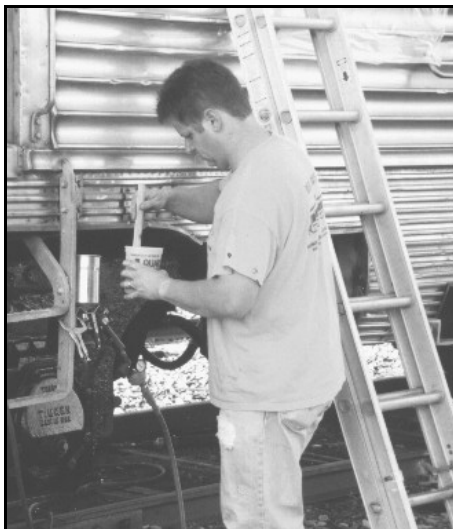
Mack trucks that is. Sam Swisher would like to contact a person(s) with knowledge about Mack engines and/or Mack fire trucks.

Sam is working with the Mack fire truck located at NYMT. Sam's phone is 585-288-0834

Fall Excursion Update (Cont'd from Page 1)

would be just the ticket for this job if we could get our hands on the washing equipment. Chris Hauf broke out his trusty paint gun and managed to paint all of the undercarriages of the cars this summer. With the exception of the trucks on the coaches (these still need to have work performed on them so the paint would have been quickly ruined.), the cars shine with a fresh coat of gloss black. Chris also did a lot of touch up painting on Alonzo B. Cornell and even added new vinyl car lettering; something we hope to do to all of the cars after we repaint the window bands.

Many other "behind the scenes" activities also have to be performed before the trains run. All of the supplies for the concession stand have to be purchased and stocked in the car. The store must be brought out and set up in Alonzo. The cars must be swept, vacuumed and washed so they are presentable to the riders. Volunteers must be scheduled to staff the train, shops, ticket booth, parking lots and mechanical duty on the train. It takes a minimum of 16 volunteers per day to staff the train, and everyone's help is appreciated!



Chris Hauf mixes a batch of paint in preparation of painting a car's underframe.

On behalf of the Chapter I would like to express sincere thanks to everyone who has helped work on the passenger cars this summer, as well as to those who volunteer their time to staff the train. If you have not had the chance to help out on this fun Chapter activity, please call Jim East at 377-5389 to find out where you can best help out.

Movie Power Dept.

RG&E #1941 Center Cab Diesel

We are coming down the home stretch on another major locomotive restoration project.

Neil Bellenger & Co. have the cab sheet metal work essentially completed.

John Redden & Co. have the mechanical and air brake system work essentially complete.

Dick Holbert & Co. are in the last stages of electrical rehab on auxiliary generator, etc.

Jim Johnson will be handling the heavy wiring rehab effort.

Chris Hauf & Co. have been priming and prepping for the final paint, lettering and decals job.

There is still some minor cab interior work to be accomplished.

One way for all of us to show our appreciation for all the fine work completed, and now being wrapped up, is to pitch in on the cost of a new set of batteries. This locomotive uses four 8-volt batteries as it has a 32-volt control system. Each battery costs \$100-150. Let's "step up to the plate" for four new batteries to help see this find loco running again.

We can do it with your help!

RW

Trolleyville U.S.A. must move

The late Gerald E. Brookins has assembled a large collection of trolleys in an operating museum in the midst of a trailer court in Olmsted Township SW of Cleveland. The property has been sold [I believe to a Rochester, NY corporation] and the museum of at least 11 cars must move. The collection included the largest assemblage of CA&E cars, outside of the parent company.

On August 16-18, Trolleyfest 2002 was held to celebrate the centennial of the CA&E. In the meantime, the museum is operating on weekends. [*First & Fastest*, Autumn 2002, pg. 36]

Flying Yankee Update

Work is progressing on this train's Winston 6-cylinder diesel engine. As there are no spare parts available for the 1930s engine, great care is being taken in its rebuild.

It is hoped that the train will be under power so that it can be displayed at the Baltimore & Ohio Railroad Museum during the big 175th Anniversary of the B&O RR to be held in 2003 in Baltimore. [470 Railroad Club's *The 470* via *Tower Topics*, Utica & Mohawk Valley Chapter, Oct. 2002]

Library Report

by Charles Robinson, Chairman

The library will be open for general use the evening of **Monday, October 21**, between the hours of 7:30 and 9:30 PM. *Hope to see you there.*

Bill Limburg has continued in the chairman's absence for the month of August to rebuild the eastside of the east cupola of the library. Some more boards need to be fitted to this side of the cupola before the tarps can be removed. Hopefully the roofing has been adequately sealed and leaks will not immediately reappear. He has also replaced underlying boards and recovered a rotten portion of the front roof.

The rotten siding on the south side of the west cupola has been removed and will be replaced with grooved T-111 paneling. Now that winter is coming and because of the fear of opening up more of the west cupola and then being unable to repair it because of the climate, there are no more plans to work on the remainder of the west cupola this year. Hopefully it will be tight enough not to leak without the covering tarp.

Jerry Gillette had done an outstanding job of rechecking the contents of our periodicals and up-dating his catalog of them. His catalog provides a guide to finding the periodical on our shelves. We do have an outstanding collection of railfan magazines. Many of these are indexed so it is easy to find historical materials on lines that may interest you. Gale Smith continues the tagging and cataloging the new books that are from time to time donated to the collection. We do have books on different aspects of model railroading for those that are interested in that aspect.

I do want to thank the members of the library committee that have continued to work to repair the library and to organize our collections. **Hope to see you at the library!**

Ron Amberger is scheduling another China trip

by Ron Amberger

Ron Amberger is going to lead a group to China in late February 2002. This is a 12-day trip to visit the Ji Tong line for several days. Ji Tong is the only line in the world that is still operating mainline steam on an every day basis on both freight and passenger trains. Other features are industrial lines, local railways and narrow gauge logging operations -- all steam.

Call Ron at (585) 242-9511 for more details.

Trainwatching in Avon

by Ted Jackson

A few years ago, I was passing through Avon on my way back to Rochester. As I crossed the tracks on US 20, I realized that there was a L.A.&L. train south of the crossing waiting to cross into the yard and that there was a headlight in the distance on the north side. This was the tri-weekly meeting of Conrail Train RO15 with the L.A.&L. Conrail did a little local work in Avon but mostly, the reason for this train was to bring out covered hoppers and tank cars for the L.A.&L. to deliver to two sweetener plants in Lakeville and to take the resultant empties back to Rochester. After an hour or so, RO15 would head back to Rochester, the L.A.&L. train would climb the hill towards Lakeville and the Avon yard would return to silence for another two or three days. Now that the L.A.&L. has taken over Conrail portion of this run, this Avon ceremony no longer takes place.

1940

While I watched these two trains shuffle cars back and forth, my mind went back the years 1939-1941. Avon was then the Division point of the Erie Railroad for the Rochester Division. The dispatcher office was there as was a roundhouse and the shops. (As late as 1940, there was still a mother-hubbard 4-6-0 stored in Avon as a spare.) I occasionally got to Avon to do some trainwatching. And there were trains to see.



Erie Class N-2 (2-8-2) #3204 has just arrived with Meadville-Rochester freight RC98 Avon, NY. August 1940

There were a pair of freights, using 2-8-2s, such as the one here, between Meadville and Rochester using the Attica and Rochester branches. Another pair, using 4-6-2s ran between Avon and Corning. Wayfreights, mostly hauled by 2-8-0s, generally three times a week ran between Avon and Rochester, Corning, Batavia, Mt. Morris and Lakeville. Five pairs of passenger trains ran between Rochester and Mt.Morris, another



Gas-Electric 4070 is Erie Train 409. Avon, NY. August 1940

pair between Rochester and Corning and an early morning turn between Avon and Rochester. With the exception of the Corning trains, the others were all operated with 4000-series doodlebugs such as the one shown here. The Corning trains would be hauled by either a 4-6-2 or a 5000-series doodlebug depending on the strategy of the motive power people. By 1940 the number of passenger trains would be cut in half and the Mt.Morris branch abandoned. The following year, the only passenger train left ran between Avon and Corning.

1911

But if I had been able to turn time back to 1911, I would have seen Avon near the peak of its time as a railroad center. The accompanying table lists all of the thirty-six passenger trains which called at the Avon Depot on weekdays. I have no idea how many freights there were. The Corning branch alone had four pairs of scheduled freights plus any extras there may have been. It is safe to say that Avon was host to over fifty trains a day.

This table, listing all of the passenger trains, was constructed from the Official Guide, June 1911. The columns at the left of the table indicate incoming trains and those on the right deal with departing trains. Each train is identified by the branch it had or was about to travel on and the point of origin or final destination. Times given in boldface denote PM. These timetables did not give train numbers for all of these trains and the remaining trains are designated here as 4xx. These consist of trains which ran between Avon and Mt.Morris which connected with Corning branch trains and the trains that ran between Lakeville and Rochester. The Attica branch trains were organized as pairs. The first and third pairs went from Avon to Attica and

return; the second one went all the way to Buffalo and back. Each turn was scheduled to be completed before the next one started and for that reason these runs were called the merry-go-round. Note the five-way meets associated with the arrival and departure of some of these Attica trains.

The year 1911 was only four years after the catenary had been put up on the Rochester and

Mt.Morris branch so the electric trains were the glamour girls of the Division and were designated as first class trains. All steam hauled passenger trains, no matter what, were accorded second class status, even the Genesee Valley Special. These were Trains 440-441 which went between Dansville (using the Dansville and Mt.Morris to and from Mt. Morris) and Rochester. These forty-nine mile runs were done in an hour and thirty-five minutes - not bad for 1911!

With this number of trains, the dispatcher certainly had to be vigilant - all of these branches were single track. Between 4:45pm and 5:45pm, Avon was host to eight passenger trains.

Apart from the electrics, we can only guess what motive power was used on these runs. Judging from the photos in Bill Gordons book on the Erie Railroad, Rochester Division, most of the passenger trains probably had 4-4-0s. Many of these were class D-8,9 and 10 but there were some mother hubbards (center cabs) as well. Freight haulers class H-4 2-8-0s seemed to be in evidence but the 4-4-0s also got freight assignments. Classes G-8 and G-9 4-6-0s, like the 4-4-0s, were also dual purpose engines and were beginning to show up. Both the 2-8-0s and 4-6-0s were mother hubbards. 1911 was the year the Erie purchased a fleet of ten McKeen motor cars - the first doodlebugs. One of these was assigned to the Attica branch. That certainly would have added to the variety with its air-splitter design and red paint.

While many of us could be tempted to sell our souls to be transported back in time to witness such a spectacle, the people who lived in Avon at the time probably took all this for granted. What are we taking for granted these days about which our grandchildren will reminisce in the future?

Time table is on Page 7.

Passenger Trains, Avon, NY 1911

<u>Orig. Branch</u>	<u>Origin</u>	<u>Arrival Time</u>	<u>Train Numb.</u>	<u>Depart. Time</u>	<u>Destination</u>	<u>Dest. Branch</u>
			433	6:25	Attica	Attica
Mt.Morris	Mt.Morris	7:00	401	7:05	Rochester	Rochester
Corning-Lakev.	Lakeville	7:35	4xx	7:37	Rochester	Rochester
Rochester	Rochester	7:36	462	7:40	Elmira	Corning-Main
			4:xx:	7:45	Mt.Morris	Mt.Morris
Corning	Corning	7:52	463	8:00	Rochester	Rochester
Mt.Morris	Mt.Morris	8:00	403	8:06	Rochester	Rochester
Mt.Morris-D&M	Dansville	8:50	441	8:52	Rochester	Rochester
Rochester	Rochester	8:52	406	8:55	Mt.Morris	Mt.Morris
Mt.Morris	Mt.Morris	10:10	4:	0:		
Corning	Corning	10:20	467	10:32	Rochester	Rochester
Rochester	Rochester	10:20	464	10:33	Elmira	Corning-Main
Attica	Attica	10:28	430			
			435	10:28	Buffalo	Atica-Buffalo
			4xx	10:30	Mt.Morris	Mt.Morris
Mt. Morris	Mt. Morris	11:15	409	11:18	Rochester	Rochester
Rochester	Rochester	11:52	412	11:55	Mt.Morris	Mt.Morris
Mt. Morris	Mt. Morris	1:15	411	1.18	Rochester	Rochester
Rochester	Rochester	2.52	414	2:55	Mt.Morris	Mt.Morris
Mt.Morris	Mt.Morris	3:15	413	3:18	Rochester	Rochester
Mt.Morris	Mt.Morris	4:45	4xx			
Rochester	Rochester	4:52	416	4:55	Mt.Morris	Mt.Morris
Atica-Buffalo	Buffalo	5:00	476			
Corning-Main	Elmira	5:05	469	5:20	Rochester	Rochester
Rochester	Rochester	5:10	440	5:12	Dansville	Mt.Morris-D&M
			437	5:12	Attica	Attica
Rochester	Rochester	5:21	4:xx	5:25	Lakeville	Corning-Lakev
Rochester	Rochester	5:38	468	5:44	Corning	Corning
			4xx	6:00	Mt.Morris	Mt.Morris
Rochester	Rochester	6:52	420	6:55	Mt.Morris	Mt.Morris
Mt.Morris	Mt.Morris	7:15	419	1:18	Rochester	Rochester
Attica	Attica	8:35	436			
Corning	Elmira	8:42	471	8:50	Rochester	Rochester
Rochester	Rochester	8:50	422	8:55	Mt.Morris	Mt.Morris
Mt.Morris	Mt.Morris	10:15	421	10:18	Rochester	Rochester
Rochester	Rochester	12:10	424	12:15	Mt.Morris	Mt.Morris

Colorado Railcar builds DMU

Colorado Railcar recently built and is displaying an FRA compliant DMU (Diesel Multiple Unit) – the first in 40 years. It boasts 1,200 total horsepower and a single level unit can accelerate from 0 to 55 mph in 38 seconds. Railcar also plans building trailers, in several versions and to specifications of the purchaser. ["Transport News" via Midwest Rail Scene Report" via *Tower Topics*, Oct. 2002]

John Weber, editor of *Tower Topics*, notes that these railcars, which meet FRA requirements, may be "just the thing to revitalize shorthaul passenger operations".

This prototype car will be tested on the FRA testing track. Then it is expected to be further tested on the Susquehanna Railway.

Color photos have appeared in several national railfan magazines. It does look astonishing

New C&O/B&O Caboose book

Caboose historian Dwight Jones has just announced the availability of Volume II of his study on C&O and B&O cabooses. It contains historical coverage of over 200 C&O and B&O cabooses from all over the United States and Canada, covering early wood cars right up to the most modern cabooses from 1980. Some cars are shown as basket cases; others have been restored to original glory by their private owners.

The book contains 210 B&W photos and 7 color photos. Cars are arranged by class or series and includes a history summary as well as individual histories of specific cars.

This new book is soft covered, perfect binding, with color covers, is 80 pages and sells for \$16.95 plus 2.95 for shipping. It can be ordered from the author, who will autograph your copy. Order from: Dwight Jones, 536 Clairbrook Avenue, Columbus, OH 43228.

Several articles get reprinted

The Golden Spike, newsletter of the Promontory Chapter, reprinted three articles from our September issue that were contributed by Dale Hartnett – and gave appropriate credit lines.

Lehigh Valley Chapter sells their Mack Railbus

Mack Trucks of Allentown, PA built chassis for 28 rail motor cars. They were about 22 feet long, powered by a 4-cylinder gasoline engine. The passenger body, which seated 26 was built by Brill.

The Chapter had acquired their bus from Chestnut Ridge Railway, which used it for providing employee and public transportation; they subsequently modified it for maintenance service.

The Chapter had done extensive restoration work in outside of any building but protected it with a tarpaulin. However, they were notified that they would may have to vacated the trackage on which the bus was stored. They accepted an offer from the Phillipsburg (NJ) Railroad Historians and the bus was recently moved to their grounds. The new facility provides that the bus will be on rails and under cover, where it can be worked on. [*Lehigh Lines*, Fall 2002]

Puzzled by the Issue Number?

So am I! The Volume Number should change with the September issue. Somewhere the numbering got fouled up. Now maybe it can stay "on track"!

(Bet you, you didn't notice!)

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Glen Haven Trolleys

by **Charles Lowe**

48 & 8 Club

933 University Ave.

Thursday, Oct. 17, 2002

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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] (Each block indicates \$1,000)

InterNet (World Wide Web) address:
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