



# The Semaphore

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

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Volume 45, No. 6

## Program for Jan. 16:

### "The Vanishing American"

This video, currently out-of-print, was filmed by the Kodak Camera Club when B&O was still running steam.

Please bring any B&O or BR&P memorabilia to show on the rear table.

Meeting starts at 8:00 with program to follow.

**Remember to attend the Year-End Party on Saturday, January 11 at the Depot!**

### **Chase-Pitkin donates \$200 Gift card for NYC flat car restoration.**

*by Chirs Hauf*

The R&GV Railroad Museum would like to thank Chase-Pitkin for its recent donation of a \$200.00 gift card to help the museum's planned restoration of its 1960 Pullman Standard PS-1 flat car, NYC 506102. Chris Hauf wrote them to inquire about the possible donation of fasteners for the wood deck of the flat car. While they were not able to donate the fasteners directly and were unable to fund the entire request of nearly \$450.00, they were generous enough to give the museum a \$200.00 gift card to help fund nearly half of the cost of the over 1200 4 inch by 3/8 inch carriage bolts which are needed to hold the deck to the car. Anyone want to match their gift so we can acquire all of the fasteners we need to complete the project?

The hope is to undertake the complete restoration of NYC 506102 in 2003 which will include new paint, NYC lettering and a new wood deck giving us a serviceable 50-ton flat car for the museum. Most of the money has been raised for the project, so the museum feels confident it can start and complete the project this year so long as it fits into the museum's work plan. If you would like to help with the project or donate to the project, please contact Chris Hauf (crhauf@frontiernet.net 381-8583). And thanks again to Chase Pitkin for their



The "Federal", private car of Dave Luca and Janet Dittmer, arrives in the Rochester area via way of a freight train. Dave may have more details about its history and the work done on it over the last many years in the next issue. It looks GREAT; it is now located in Webster.

*(Chris Hauf photo)*

## **Year in Review—2002**

*by Jeremy Tuke*

The past year has been another fruitful and interesting year for the Rochester Chapter, NRHS. Without the dedicated efforts of our many volunteers none of the activities highlighted in this article would have been possible.

The year began essentially with the annual "Year End Party," which celebrates the accomplishments of the previous year and kicks off the Chapter's coming year. This was held at the Rochester & Genesee Valley Railroad Museum on January 5<sup>th</sup> and was well attended.

There were many accomplishments at the Museum in 2002. In late December 2001 our Army 1654 80-ton centercab finally arrived on our property, and by the Fall our motive power team had the wounded unit operating with two traction motors. Running maintenance on our fleet of diesels was ongoing throughout the year. Another big milestone was reached with the asbestos removal from out two steam locomotives, the Vulcan 0-4-0 saddle tanker and the Heisler fireless. This was precluded by significant preparation work by our volunteers and a sideways move of the Heisler to get it into the Restoration Building for the work. Having the asbestos

properly removed will allow the Steam Team to continue to evaluate these locomotives with the eventual goal of operation. Work also progressed on the Plymouth 12-ton critter. This unit arrived in the previous year and by years end this unit has been disassembled and the Buda prime mover on it's way back together – there is a very high likelihood that this unit may be returned to operating condition within the next year!

## **Winter Campout / Cookout Planned**

*by John Redden*

The annual Winter Campout and Cookout has been scheduled for February 22. We usually have a nice evening meal, followed by some videos, and we always have a very good time. After a night in the cabooses, we have a nice breakfast. Anyone interested in the evening Cookout and the optional Caboose Sleepover, please contact John Redden or Dale Hartnett with an RSVP by February 15. 388-9124 or 243-0139

**Library Hours**  
**2 to 5 PM**  
**Sunday, JANUARY 19:**  
Library Phone: 872-4641

## Young Railfan Recruiting Night

by Dale Hartnett

The Chapter's Young Railfan group is looking for new members!

"Young Railfans" is our term for our youth program chartered through the Exploring Division of the Boy Scouts of America.

Typically, Young Railfans participate in projects at the Rochester and Genesee Valley Railroad Museum alongside museum volunteers. The goal is for the youth to learn while developing their skills and interests.

Young Railfans are also eligible to participate other Chapter functions, including access to the Library, participation in Chapter social functions and volunteer on the Empire State Express excursion train set.

Membership is open to young men and women, ages 14 to 21.

The cost is \$10 per year. Each member is also required to have appropriate safety gear, including hard hat and safety shoes.

There will be an information night on Tuesday, February 11 (site to be determined). Prospective new members and their parents are invited to attend.

For more information, contact Dale Hartnett at 585/243-0139 or e-mail at dhartnet@foxrochester.com.

## Library Report

Charles Robinson, Chairman

The Library will be open for your use on Sunday afternoon January 19, 2003 from 2 to 5 PM. Come out and see us.

This month Jerry Gillette, Gale Smith, Steve Oakley and Bob Miner have continued working on our collections. More books have been catalogued. Rail items that have been in boxes were added to different parts of the collection. Jerry has organized many newspaper clippings into broad categories so anyone who wants to look up some old newspaper articles can easily decide where to look.

The framed Wally Bradley water colors of local electric railways, stations and other scenes that were exhibited in the NYMT gallery were carefully packed in padded boxes and stored in the NRHS archives at NYMT for safe keeping. Three boxes of unorganized archival railroad items were removed from the NYMT storage area and brought to the library for sorting and proper storage. This will keep the library staff busy for a while.

**Remember come to the library on the afternoon of the 19<sup>th</sup> of January.**

## Condolences

John Luca, Dave's father, passed away on December 26 following a fall in his apartment.

Our sympathy to Dave and his family for their unexpected loss.

## Another "Young Railfan" earns his Eagle

by Dale Hartnett

Congratulations to Young Railfan Jesse Marks who has earned his Eagle rank, the highest rank in scouting.

Jesse is a member of Troop 86 in Brockport, where he has served in several leadership positions. Jesse's scouting career began in 1992. Along the way he has earned his Arrow of Light Award, 27 merit badges, and attended scout camp five times.

Jesse's involvement with the Chapter's Young Railfan venture crew began nearly 5 years ago. For his Eagle Project (a project in which he must demonstrate his ability to plan and lead a project to completion) he oversaw the restoration of the Museum's REA baggage cart.

Jesse and his dad Charlie (an Assistant Scoutmaster at Troop 86 and frequent volunteer with the Young Railfans) have both become Chapter members. Jesse has been involved in numerous projects at the Museum and has taken a special interest in the WAG Russell snowplow.

Jesse is the third member of the Young Railfan group to earn the rank of Eagle. The previous Eagles are Brett Hendershott and Mark Wieczorek.

The Young Railfans group is organized as a venture crew through the Exploring Division of the Boy Scouts' Otetiana

## WXXI-TV Rail Programs

"Train Tracking" is a series of travel programs featuring foreign railroads. All are schedule for Thursdays at 8:30 PM.

Jan. 9: "Portugal"

Jan. 16: "Switzerland MCB"

Jan. 23: "Switzerland" Switzerland to Italy

Jan. 30: "Austria"

## How are the Library books arranged?

By categories; see Page 5 for the categories. We will take up the Periodicals and other items at later dates.

## Membership Report

Janet Dittmer, Chair

### Address Change:

Kevin Kleve  
13 Yarrow Hill  
West Henrietta, NY 14586

### Change in e-mail address:

John Muchler's new e-mail address is:  
jmuchler@stny.rr.com

### Any corrections/address change?

**Moving?** In order not to miss any newsletters, please send new information to Janet AND Dee as well as the date of the move. Thanks, Janet

Please either e-mail Janet corrections to <daveluca@frontiernet.net> or send to Membership Chair, 983 N. Winton Rd., Rochester, NY, 14609-6824. [This will give quicker service over sending to the Chapter's PO Box.]. Please no phone messages. Changes and omissions will appear in the next issue.

To ensure delivery of your newsletter, also notify Dee Mowers, 21 Coleman Ave., Spencerport, NY 14559; e-mail: <dmowers@frontiernet.net>.

### 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

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A new National membership category for students under age 18 was established to encourage the "rail enthusiasts of tomorrow" National dues for this membership are \$10.00. Rochester Chapter dues are \$20.00 for new new members; total of \$30 for this category.

Current Chapter members who are renewing before February 1<sup>st</sup> receive a \$9.00 Chapter discount **IF** you are over the age of 65.. Please supply your birthday. Otherwise the discount is \$4 before February 1<sup>st</sup>.

### Contributors to this issue

Ron Amberger, Janet Dittmer, Dale Hartnett, Chris Hauf, John Redden, Charles Robinson, Joe Scanlon, John Stewart, Jeremy Tuke, Rand Warner.



**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.sbgn.com

**Christmas Tree Rides a Success**

*by John Redden*

On Saturday December 7, *by John Redden* December 8, the Chapter successfully ran Christmas Tree train rides between Remelt's Tree Farm (at approximately MP 1.4) and Industry.

The train consisted of our trusty EK-6 and the freshly painted Penn-Central transfer caboose. Passengers were picked up at Remelt's and taken to either Switch 6 or Industry Yard, where the train was reversed. The Erie caboose was parked at Remelt's as a heated "way station".

Steve Huse did the planning, managed the crews, set up the loading area, handled the interface with Remelt's, and did the ticketing. He also wrote a nice post-trip report with many details. The trips ran smoothly, and we had over 75 passengers on the two days. We also had the nice bonus of being featured on the front page of the *Henrietta Post* the following week.

In all, it was a very successful operation. Thanks to Steve as well as the volunteers who crewed the trains, including: Jeff Carpenter, Chris Hauf, John Redden, Norm Shaddick, John Weber, and Rand Warner.



*Left:* The Christmas Tree Train consisting of EK-6, PC transfer and Erie cabooses  
*Right:* Richard 'Luckey' Luchterhand as Saint Nick (that white beard is genuine!)

*Photos by Chris Hauf and John Redden, respectively.*

**Have you renewed YOUR Chapter Membership?**  
 If not, Janet would appreciate your attention to this detail.

**Quiz**

Some railroads named their passenger trains after birds. Can you match them up?

- |                |                                |
|----------------|--------------------------------|
| 1. Pelican     | a. Kansas City Southern        |
| 2. Nightingale | b. New Haven,                  |
| 3. Flying Crow | Lackawanna or                  |
| 4. Owl         | Southern Pacific               |
| 5. Hummingbird | c. Chicago & North Western     |
|                | d. Louisville & Nashville/C&EI |
|                | e. PRR/Southern/N&W/II         |

Answers on Page 7

**Support Needed for NYC Crossing Shanty**

*by Dale Hartnett*

Imagine a freshly restored New York Central crossing shanty guarding Reed's Crossing!

We are very close to that vision becoming reality this summer.

Already the NYC Shanty that George Knab recovered from near the Hojack line in Walker has received plenty of attention. But there's much more to do.

We will need to re-create sills, joists and flooring in order to give the building structural integrity.

Then we will need to remove the entire roof, replace one rafter and complete the job with new sheathing and cedar shingles.

Already 90% of the paint has been stripped from the building. The window sills and frames, door and shutters are primed. The thimble and chimney have been restored and are awaiting the new roof. Windows sashes are being rehabbed.

We estimate that it will require about \$1,000 to rebuild the floor and roof on the shanty.

Already we raised \$150. We've also received numerous in-kind donations of paint remover and paint.

Now we need your help. If you can help us financially, please make a check payable to "Rochester Chapter-NRHS" and mail to P.O. Box 23326, Rochester, NY 14692. Please note "Crossing Shanty Fund" on the check.

If you'd like to volunteer with this project, please contact Dale Hartnett at 585/243-0139.

**Work on Crossing Shanty Continues**

*by John Redden*

Foreman Dale Hartnett has reported on the considerable progress on the New York Central Crossing Watchman's shanty. All of the shutters have been re-installed. About 90% of the exterior has had its paint stripped, and much of this has been primed. The next parts to be restored will be the windows, the roof and one rafter. The Young Railfans have done a nice job cleaning up and painting the smokestack and peak-cap. Charlie Marks has created a design for the sills, joists and flooring that will meet the goals of saving as much of the original "fabric" of the building, keeping its proportions the same, and of course, avoiding costs.

Thanks to Dale, Charlie, and everyone who has helped in moving this restoration forward.

## Rolling Stock Update

by John Redden

The Burro Crane has had several improvements this month. Work on engine controls has been performed by Bob Mader. Rand Warner and Dale Hartnett have re-hung the rear sliding doors, behind the engine room. Rand, Dale, Charlie Marks, and Dick Bean have worked on adjusting the Burro roof fasteners. Dick Bean, Jesse Marks and John Redden straightened the rear grabiron.

The Fairmont Track Crane has been wire-brushed and primed by Mark Wiczorek. Mark also suggested using the crane for moving the Buda engine for the Plymouth locomotive from its former storage spot, over to a new mounting crib. This saved us a lot of difficult manual lifting.

Rochester, Lockport and Buffalo #206 continues to get steady attention from Bernie Cubitt. He is replacing frame members under the floor, in preparation for new fabricated bolsters. Bernie also recently purchased an interurban-type whistle for 206, thanks to a find by Rand Warner.



The Fairmont Track Crane being used to move the Buda engine block. (Ron Amberger photo)

## Motive Power Update

by John Redden

### Gasoline Locomotives

Bob Miner and Rand Warner recently assisted with the setup of Trackmobile #2, for transportation from Webster back to Industry. Thanks to Bob and Rand.

The following work has recently been done on the Plymouth locomotive's Buda prime mover. Most of this considerable body of work was performed by Kevin Klees at his home shop during the month of December: The cylinder head has been cleaned and painted, and its water passages flushed out. New lifting eye holes have been machined in the head. A new front bearing has been machined for the water pump. Four out of eight valves and valve seats have been cleaned and lapped. The air compressor drive pulley has been machined. The dip stick oil tube has been fabricated. The idler gear and water pump drive shaft has been assembled. The front casting has been re-assembled to the engine. The starter and governor body have been re-attached. The front bearing and seal for the water pump have been installed. The oil pump drive shaft has been machined. Finally, the crankcase was hoisted onto a recently fabricated wooden cradle, using the Fairmont track crane. This last job was done by Mark Wiczorek, Rand Warner, Kevin, and John Redden. Finally, Randy Bogucki has started cleanup work on the oil pan. It's been another outstanding month of progress on the Buda, thanks to Kevin and his helpers.

### Steam Locomotives

A Steam Planning meeting was held at the depot, just before Year's End. Ron Amberger, with help from John Redden, Kevin Klees, and Rand Warner, produced task lists and rough cost estimates for many of the various tasks remaining on our two steam locomotives.

### Diesel Locomotives

Dick Holbert recently did an electrical diagnosis on the EK-6, in order to correct some communications problems. A circuit breaker was found to be tripped, and was reset. John Redden has checked the charging circuits for Ek-9, LV-211 and NKP-79, to make sure that they are functioning properly through the Winter.

## Excursion Train Set is back in Webster

OMID returned the Empire State cars to Webster after service as a Santa Clause train.

Much work was accomplished last year; more is planned for this year. One project is to replace two windows in each car.

**In the mean time:** We could be working on recovering/reupholstering seats. The seats in two cars were redone when they were purchased. Along with this purchase came seat covering material—and a heavy-duty sewing machine. The aim, this year, is to recover seats in one car, and use the better ones to replace sub-par seats in the other cars.

**Soliciting volunteers with upholstery knowledge—that includes spouses!**

Work can be done during the winter at



Webster. One car can be heated and serve as a work place; the heated nearby Library Building is also available.

If you care to assist, please call Gale Smith at 544-6221, or Bob Miner at 671-3589.

## MUSEUM MUSINGS

By Dale Hartnett

At the beginning of a New Year, it's common for many of us to plan changes in our lives.

I'd suggest that you consider having more fun and make fun possible for more people in 2003!

Our Chapter offers many opportunities for railfans to accomplish these objectives.

Many churches ask their members to commit to "stewardship" through offerings of time, talent and treasure.

I'd like to suggest that you can have fun and help others enjoy themselves by offering your time, talent and treasure in the coming year.

Here are some examples:

**Time:** Reward yourself by committing to get involved in more Chapter activities. Maybe it means attending Chapter meetings more often, working on one of our many committees such as Library, Development, or Publicity. Maybe you could learn to operate a track car, be a museum host or help with ticketing at the NYMT. If you're looking for ideas, ask any member of the Board of Directors.

**Talent:** We all have gifts. Some people have hands-on skills. Others are excellent planners. Still others may be good writers, speakers or idea people. Whatever your gift is, it does little good if you don't share it. Please accept this invitation to share your gifts with the Chapter.

**Treasure:** Our Chapter takes pride in getting great leverage out of the money we have. There are no paid employees. Much of what it takes to run the Chapter, Library and Museum comes from in-kind donations. However, we do have several important projects that are on the verge of taking important leaps forward. All that these projects need is a little financial boost. Maybe you could help make the difference. In the coming months, we'll profile several projects that need financial help. Please consider supporting them with your financial contributions.

Whatever you do to help the Chapter will be sincerely appreciated. Thank you to all who have given of themselves and to our benefactors who make our programs possible.

**Best wishes for 2003. Remember, you**

**Amtrak discounted Lake Shore-run tickets.** The sale was from Dec. 13 to Jan. 6 (sorry); a one-way ticket between New York City and Chicago was \$33. [*Business Review's* website, 12/10/2002]

## Railroad Perils

### Heroism of a Conductor - He Assumes the Position of a Cowardly Engineer and Saves his Train

A conductor on a freight and passenger train on the Syracuse and Binghamton Railroad performed a daring feat a few days ago, in which a fearful catastrophe was averted.

The train, consisting of 24 stock cars and one passenger car, which was filled with passengers, was between this station and Whitney Point, going at a tolerable high rate of speed, when the engineer, William Hardy, discovered a rail entirely out of the track some distance ahead.

He immediately reversed his locomotive, but upon second thought determined to attempt running the train over the place where the rail was missing, and at once turned on a full head of steam. The engineer and fireman, however, did not remain to see what success the experiment would meet with, but jumped off the engine, leaving it without anyone to control it.

The train bounded over the disconnected track at a fearful rate of speed, every car retaining its position on the track. The dangerous spot was passed, but with no one on the locomotive to control its speed, a most terrible fate awaited the train somewhere. The state of affairs became known to the passengers, and a panic was at once raised.

At Whitney Point there was every probability that the track would not be in readiness for the train, as at the rate it was going it would reach there some minutes before its time. In this extremity, conductor John Vrooman proved himself to be a hero. He was in the passenger car at the rear of the train, but clambering up the ladder of the freight car next in advance, he ran the whole length of the runaway train on the tops of the cars, and was soon in the locomotive cab, seized the throttle, and in the next moment had the train under control.

A less heroic man in charge of the train, and it is impossible to tell what the result of the extraordinary runaway might have been.

[Rail historian Richard Palmer submitted this article from the November 21, 1871 issue of the *New York Times* to the Central New York Chapter's *Green Block*.]

**GM locomotive to lay off 900** As result of dried up orders for new locomotives, the London, Ontario GM plant will lay off 62 percent of its work force effective March 31. [Toronto's *The Globe and Mail* website, 12/6/2002.]

**GE unveiled a cleaner locomotive.** This new unit meets EPA's 2005 emission standards. Cost will be \$1.8 to 2.5 million, which is 10% to 15% more than currently locomotives on the market. Three of the 4,000HP locomotives have been constructed and will be tested on various railroads. Regular production is planned for 2005 as the price premium will hinder sales. [*Wall Street Journal*, 12/23/2002]

## Library Book Classification

Charles Robinson devised the following classification categories for our extensive collection of books at the Webster Library facility.

There is no published list of the approximately 1400 volumes at this time, but the computer database can be consulted to indicate where your books resides. Instructions on how to search the database are at the computer.

The books are arranged on four shelving units in this order:

1. New York State Railroads
2. Eastern US Railroads
3. Western US Railroads
4. General US Railroads
5. International Railroads
- 5.1 Canadian Railroads
6. Narrow Gauge Railroads
7. Logging Railroads
8. Electric Railroads (Non traction types)
9. Street, Cable, Rapid Transit and Inter-urban Railroads (a large collection)
10. Industrial Railroads
11. Motive Power
12. Passenger Cars
13. Freight Cars
14. Nonrevenue Cars
15. Railroad Structures
16. Railroad Engineering
17. Railroad Miscellaneous
18. (open)
19. Directories
20. Timetables, Official Guides
21. Maps and Atlases
22. Model Railroads
23. Miscellaneous

Some books, like *Erie Power*, may be under Eastern Railroads for Erie, or Motive for Motive Power.

The larger ones are classified as oversize (OS) and located on a shelf that can accommodate them. Also, the brochure types, which are easily damaged are filed in file cabinets.

By the way, we are in need of another shelving unit.

## CAT 80 TRACTOR PAN

BY  
Joe Scanlon

In our last article we noted that our CAT D8 tractor was equipped with the model 25 double drum rear power unit that would operate a tractor pan. So after we obtained the tractor we began to look for a pan. A number were found, but all needed various forms of expensive repairs or replacement tires. They were also different manufacturers, and we really wanted a CAT 80 pan, which was the right sized unit for the D8 tractor. One was found at the liquidation auction of the Arthur V. Towner Construction Company on Scottsville Road, but we were significantly outbid on auction day.

Over the years we learned a lot from Rand Warner including to be patient, and to keep looking.

This past summer Joe Scanlon and the C. P. Ward Company performed some crane work for Mr. Ken Podgers of Orleans Sand & Gravel Company. It turns out that Mr. Podgers had purchased a CAT D8 tractor with a pan, but never used the pan at his gravel pit in Hamlin, NY.

He offered to donate it to the museum when he learned that we were looking for one. Joe went out and inspected the pan, and was surprised to find that this CAT 80 pan was the very one that he had been outbid on at the Arthur V. Towner auction! The Board of Trustees approved the acceptance of the donation, and the pan was delivered to the museum.

The pan was parked in our parking lot awaiting the return of the D8 from Worden's Ag Service. Upon the return of the D8, both units were moved up the hill to prepare to move dirt. The D8 is now in the restoration building being given an oil change and installing some small parts.

So when the weather improves, we'll be able to employ some 1940's technology to move a significant amount of earth. Without any help, the D8 and tractor pan can self load, haul and spread 20 cubic yards of earth per load. In the process, the Rochester & Genesee Valley Railroad Museum will train a new generation of CAT skimmers!

Thanks to Mr. Ken Podgers of Orleans Sand & Gravel, Inc. for this significant donation. And thanks to George Worden, Art Mummery, Dan Waterstraat and Scott Gleason for their tireless work on the D8 to get it ready to go to work. This spring you should see some very neat earthmoving with antique equipment!



As soon as its blanket of snow melts, and as soon as the ground thaws and dries out, this big pan scoop will be moving dirt big time!  
(Chris Hauf Photo)

## Doodlebug Country

by Rand Warner

Virtually all of Rochester's Class I railroads used gas-mechanical, gas-electric and diesel-electric doodlebugs in the 1920s to 1940s era in an effort to reduce train operating costs as labor and materials expense increased at the same time that ridership was decreasing.

B&O operated EMD (?) cars out of the downtown (Nick Tahoe) station, south to Ashford Junction, and at least as far south as Salamanca, and probably beyond.

The Erie used small, medium and large doodlebugs built by a variety of vendors, all over New York State. In particular, they ran doodlebugs out of Rochester after the electric powered trains quit in 1934 until the end of passenger service in 1940.

The Lehigh Valley had a large fleet of doodlebugs in all sizes. They ran in various areas of New York state, including from Rochester to Rochester Junction, and from Rochester Junction to Honeoye Falls, and possibly beyond to Lima or Hemlock.

The Pennsy ran doodlebugs into their passenger station on West Main Street, across from the present Morse Lumber Company. The Pennsy units ran at least as far as Olean and probably beyond.

The New York Central did not operate doodlebugs into Rochester, but I do believe they were briefly used on the "Peanut Line" through Honeoye Falls. They were also used elsewhere by NYC within the state.

We currently know of some surviving doodlebug examples from NYC, Erie, PRR and LV. Does anyone know about B&O?

Doodlebugs of various (exotic?) types were also used on some of our local shortlines, including Arcade & Attica, Dansville & Mt. Morris, Prattsburg & Kanona, Bath & Hammondsport, Marcellus & Otisco, and possibly Skaneateles Shortline, and Genesee & Wyoming. Some of these were very short lived "experiments".

Budd developed the successful RDC diesel-hydraulic in the 1950s, and these were (and still are) in use all over the country. Many were used in commuter service. Many have been rebuilt and upgraded with Cummins diesels. Some are still in use in Canada. I think B&O may have run them into Rochester.

Budd's successful RDC was followed by the consistently unsuccessful SPV-2000 in the 1980s. None are currently in service anywhere at this time.

Just the past couple of years, diesel-hydraulic DM4 cars are coming back again into the USA from foreign builders for short runs and commuter services.

A double ended, self-contained, roller bearing, gas or diesel, electric or hydraulic doodlebug; Brill, EMD, RDC or otherwise is a very flexible vehicle. It requires no servicing facilities, no run-around, nor wye or turntable, and can go virtually anywhere that steel rails lead.

Should there be such a doodlebug in our future?

## DONATION WANTED:

Needed: About 80 square feet of 5/4" tongue and groove flooring. Contact Dale Hartnett (585/243-0139).

>>>>>

## Freight Fleet - Its History

by Rand Warner

### NYCRR #497862 Flat Card - 1907

This car, our oldest freight car, was acquired from Kodak Park RR about 1974, and was stored on the LA&L RR for many years at Lakeville and South Lima before being moved by train to R&GVRM. This car needs very extensive repair and restoration before return to service as an operating freight car. We have considered it for static display.

### PRR #747603 Hopper Car - 1909 Series H21

This four-bottom coal car was originally a 70-tonner, and was later upgraded to 100-ton capacity with new trucks. It was acquired from Libby-Owens Glass in Brockport, in the late 1980s, and trucked in on a large low boy trailer. For several years sit sat on wood stringers, west of LA&L RR. Using our newly acquired Army crane, and with the cooperation of Conrail, it was craned onto trucks and moved into our R&GVRM yards in the early 1990s. This car has already been used several times in ballast service, and is in relatively good condition. It needs paint and lettering to be presentable.

### FGEX #50220 Wood Reefer - 1926

This rare wood car, in complete and restorable condition, was found abandoned at the Niagara Frontier Food Terminal in Buffalo. Its last use there had been to support maintenance of other, more modern, reefer cars at the terminal. The car was trucked in to R&GVRM in 1996. A year ago, the car was prime painted by Kodak personnel as part of "Volunteers-Make-a-Difference Day". Now we need to finish coat it in proper color, repair some wood, and letter it. Meanwhile, the car is giving good service for storage capacity.

### Kodak Park RR #52 Tank Car - 1930

This tank car may have started life with GATX, the privately owned tank car fleet. It was used by Kodak both at Tennessee Eastman, and later at Kodak Park in Rochester. It was acquired in 1995 from Kodak and moved in by rail. The car is in good condition, needing only replacement of wood platform planking and wood tank saddles. The car was repainted almost completely over the winter of 2002 and now needs lettering to be presentable.

### MDT #12549 Steel Reefer - 1954

This car was acquired from the Niagara Frontier Food Terminal in Buffalo in 1996. This ice-cooled car was last used for maintenance support at the above yard. It was built in East Rochester at the Despatch Shops. It was displaced in reefer service by more

modern cars with mechanical, diesel-dried refrigeration, thus dispensing with the need for on-line icing facilities. After trucking the car in to R&GVRM, we have been using it for storage capacity for our Museum. The car needs cosmetic restoration.

### MDT #14053 Steel Reefer - 1958

This car, discovered in Enola, PA, was last used for maintenance support by MDT Service personnel at the large freight yard. It is an all-steel car with ice bunkers at each end, aided by circulating fans powered from a wheel driven alternator. After moving this car to R&GVRM in 1993, it was featured in a special event at NYMT, where we loaded a ton of ice into it through the roof hatches, and explained operation of the car to our visitors as they watched. The car has since been outfitted as a display of MDT car shops at East Rochester, showing car building technology and reefer technology.

### Conrail #715424 Flat Car - 1960

This car was acquired from Conrail in 1999, and came by rail to R&GVRM. It is a 55-foot flat car, with a cast steel frame, on roller bearing trucks, and in generally good condition. The wood decking needs replacement and we have acquired a Kodak "Dollars for Doers" grant to address that cost. The car is presently carrying track panels for Switch #7, to be installed north of the Restoration Building. This car could actually be maintained or interchange or interchange service if we so desired.

## Answers to Quiz on Page 3

1-e, 2-c, 3-a, 4-b, 5-d

[Ed. If it's any consolation, I did not get even one.]

[Utica & Mohawk Valley Chapter, NRHS's *Tower Topics*, Jan 2003.]

## WNY&P closes gap.

On December 18, 2002, The Western New York and Pennsylvania Railroad scheduled it first train between Wellsville and Hornell.

Full service is expected in late spring over the 187-mile line between Meadville to Hornell. About two trains a week now make the trip from Meadville to Corry.

Considerable work stills needs to be done on signaling and at grade crossings. [GoErie.com website]

**A Happy, Healthy  
and Prosperous  
New Year to**

## Operational Possibilities

by Rand Warner

The combined trackage of our interconnected R&GVRM and NYMT has the potential for many special events for our visitors.

If you visualize our main line with branches, or splits at each end; Switch #6 for R&GVRM and the Loop Switch for NYMT, you can imagine various interesting scenarios:

### 1. Lehigh Valley RR

NYMT loop switch represents branch to Rochester and R&GVRM Switch #6 represents branch to Naples.

### 2. New York Central RR

NYMT loop switch represent branch to Charlotte and R&GVRM Switch #6 represents branch to Lyons to Geneva.

### 3. Erie Railroad

NYMT Loop Switch represents junction at Avon and R&GVRM Switch #6 represents junction at Corning.

### 4. Pennsylvania Railroad

NYMT Loop Switch represents junction at Stanley to Sodus Point and Canadaiqua, and R&GVRM represents junction at Hinsdale.

You can probably construct other examples.

Image running a "Lehigh Valley Day" or a "New York Central Day" featuring simulated road operations and real road equipment.

We have already done timetable operations using track cars. Think what we could do with trains!!

## Reminiscing ...

Paul Keysor of Cato, NY submitted his memory of railroads to *Reminisce*, a magazine devoted to memories.

"The small town of Phelps, New York was the only one our train passed through where the kids didn't throw stones at the train. The kids were so nice, our engineer brought candy, and all summer he tossed it out to the kids who stood by the tracks.

"In that same town, a little girl set up a lemonade stand in front of her house, which was on the other side of the road from the tracks.

"One day I said to the engineer, 'Let's stop for a lemonade.'

"We did, and you should have seen the look on the little girl's face."

[Submitted by Rand Warner; Oh, those were the days!]

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Chapter Meeting & Program:  
**"The Vanishing American"**  
**48 & 8 Club**  
933 University Ave.  
**Thursday, Jan. 16. 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)

**NOTE: Two more "slabs" have been poured. Thanks for the donations!**

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