



The Semaphore

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

September 2003
Volume 46, No. 1

Program for Sept. 18:

China Roadshow, Vol. 2 (Once is not enough!)

Images from Duncan Richards' second trip to Mainland China in 2002 includes steam, diesel, electric, standard and narrow gauge, and even a few non-rail shots!

Place: 40&8 Club, 933 University Ave.

Meeting: 7:30 PM

Program: 8:00 PM

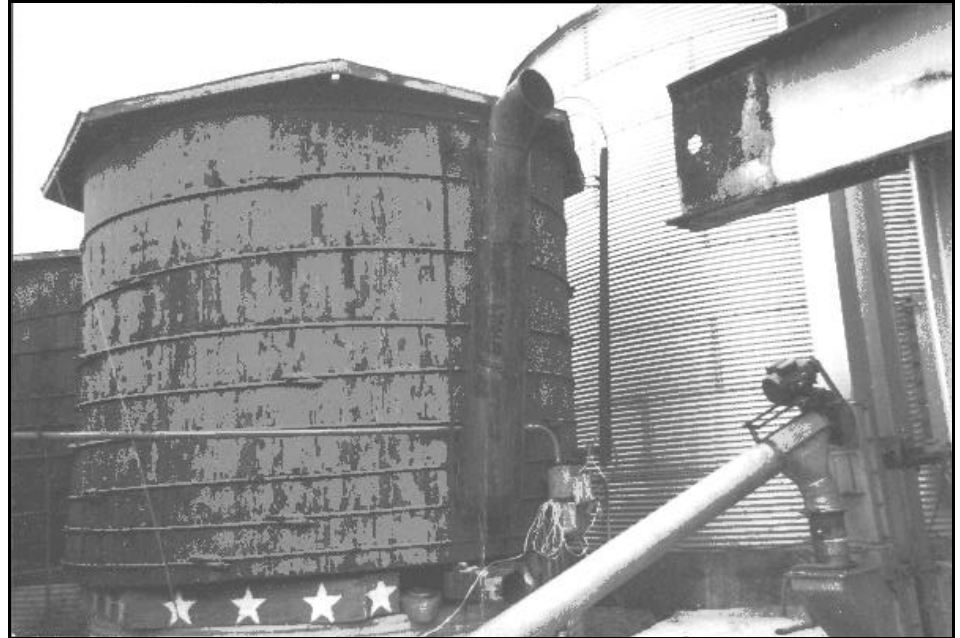
Store open before Meeting and at

Preparing the FF Cars



Above: Dave Luca finishes the installation of one of several safety windows.

Below: Bob Miner uses a "hi-tech" device (a cardboard tube!) to listen for the optimal water level as he fills one of the many (80!) batteries in our cars.



This is one of three former railroad water tanks that are now used for storing grain. Story on Page 5. Note the water spout! Dick Bean photo

Fall Foliage Train Information

The Schedule:

Saturdays: October 4th & 11th

Sundays: October 5th, 12th & 19th

Two trains each day: Noon and 2:15 PM

Train departs from Rotterdam Road (Of Route 104), Sodus, NY

Ticket Information:

Ticket prices: Adults: \$12.00; Children \$8.00; Children under 3 if seated in lap are free. Prices listed include all applicable service charges.

Tickets purchased before Sept. 20th receive a \$1.00 per ticket discount.

Groups of at least 15 people save 50¢ per ticket if all are purchased together.

To Purchase Tickets:

Tickets may be purchased from any Wegman's "That's T.H.E. Ticket" location*. This facility is located in Wegman's Video Department.

* To find nearest Wegman's "That's T.H.E. Ticket" location, visit www.wegmans.com and click on *Find A Store* and select That's T.H.E. Ticket from the *Department Search* menu.

Want More Information?

By mail:

Please send a SASE to: Fall Foliage Express 2003, Rochester Chapter, NRHS, P.O. Box 1161, Webster, NY 14580. A brochure will be sent to you.

By the Web:

trips@rochnrhs.org

By phone:

By our Trips hotline: 585-244-0581

These trips are made over the Ontario Midland Railroad.

Track Car Assignments (* is primary track car that day)

Date	TC-3 Operator	Relief Operator
<u>TC-1 Operator</u>		
September 14: Letwin	Harris *	G. Smith
September 21: Bogucki *	Achilles	Letwin
September 28: Tripp	Gillette *	C. Marks
October 5:	Peet	J. Marks

Depot Guides Schedule

Sep. 7:

Matt Metzger, 377-3521

Debbie Pupo, 377-3521

Sep. 14:

Duncan Richards, 586-9626

John Hasselwander, 663-0917

Sep. 21:

Don Shilling, 381-3171

Bob Gullo, 624-5692

Sep. 28: Open

Dave Peet, 586-8964

Mike Root, 223-4906

Oct. 5:

Phil McCabe, 334-7142

Wayne Turnblom, 352-1623

Oct 12:

R.I.T. Train Club Members

Oct 19:

Jack Matsik, 442-6269

Bill Benzing.

Oct 26:

Harold Russell, 427-9159

Dale Hartnett, 243-0139

NOTE: If you can not honor your time slot, please exchange with someone further down the list.

Thanks to our 2003 Depot Guides and Track Car Operators who welcomed and educated our visitors about local railroad history and the museum.

Contributors to this issue

Dick Bean, Janet Dittmer, Dale Hartnett, Chris Hauf, Ed Kosa, Dave Luca, Jesse Marks, John Redden, Harold Russell, Jeremy Tuke, Rand Warner, Joe Werner,

Library Hours

7 to 9:30 PM

Monday, September 22

Library Phone: 872-4641

Schedule of Events

Oct 4: Start of Fall Foliage Excursions

Oct. 12: RIT Day at the Depot

**Oct. 28: Last day of Joint Operations.
Track car rides end.**

Work Parties on Excursion Train:

Wednesdays, Noon to Dusk at Webster until they are moved to Sodus in late Sept.

RIT Fall Train Show

Members of RIT's Model Railroad Club will hold their Fall Show on **Sunday, October 19 10:00 AM to 3:30 PM** at Rochester Institute of Technology's Student Union in Henrietta, NY. Admission is \$3 - adults; \$2 - Seniors and Students; Children under 12 - Free.

Several members of the Club are members of the Chapter and participate in our activities, such as Depot Guides (October 12) and Diesel Days. There assistance is much appreciated.

RW&O History to be published in parts

Harold Russell has researched and written a history of the Rome, Watertown and Ogdensburgh Railroad. Since it is about six pages long in *The Semaphore* format, it will be published as inserts in your newsletter, that you can retain to form a booklet.

As with most early railroads, (and current ones too!), there were many consolidations and financial problems.

The first installment is scheduled for the October issue.

Membership Report

Janet Dittmer, Chair

Welcome to this New Member:

Ed Cohen

11272 Panorma Dr.

New Market, MD 231774

301-865-9142; ed.cohen@arbitron.com

Renewal Time Is Approaching

Janet Dittmer will have an article in the next issue outlining some of the changes that the National NRHS Office will be implementing to improve this process.

Recovering from surgery

Dee Mowers and Dick Bean recently underwent cataract surgery. Both surgeries were successful and they are in full recovery.

Check your Address Label!

Please check your address on the label. If not correct, notify Bob Miner (671-3589 <Alfred_M__2002@yahoo.com>) He is trying to get the mailing list error free.

Address **changes** should be sent to Janet Dittmer, 983 N. Winton Rd, Rochester, NY 14609-6824, so she can forward them to the National office. She in turn will notify the mailing crew.

Jerry Clancy

Former Chapter member, Jerry Clancy, passed away on August 27. Mr. Clancy was a Chapter member between 1997 and 2002. He was a retired New York Central engineer on both freight and passenger trains. Jerry was also active with Dan Cosgrove's monthly "Railroader's Retiree" luncheons.

A Note from Harold Russell

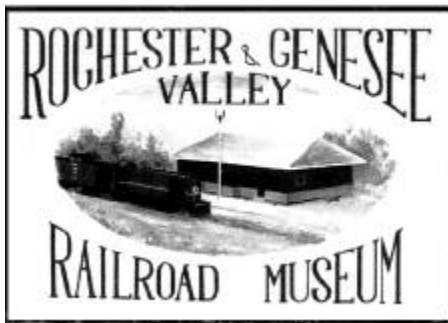
Harold is attempting to fill a request from a national magazine for drawings of our NY 19877 series cabooses. Anyone who has photographs of this type of caboose is invited to send them to me for inclusion with the drawings. Payment will be made by the magazine to you on publication.

Contact Harold at 585-427-9159 or <haroldrussell@juno.com>.

Adirondack Scenic RR trip winners

Daniel Cosgrove and Gale Smith will be receiving vouchers to ride the Adirondack Scenic Railroad this fall/winter.

This fund-raiser raised approximately \$100 to help in restoring the B&M snowplow.



Museum Musings

by Dale Hartnett

There are times when I just have to sit back and marvel at our many museum volunteers.

Diesel Days weekend provided just such an opportunity.

There is no question that our volunteers did their jobs superbly! We very smoothly served the second-highest weekend crowd we had ever experienced.

Here are some of the key things that volunteers did to make the weekend so memorable.

1. We had lots of help. And it wasn't just numbers. It was quality help. The challenge was finding enough slots to keep all our volunteers contributing to their potential.

2. Our volunteers seemed to really enjoy themselves. Smiling hosts and hostesses mean we have happy guests.

3. Our volunteers were extremely flexible. If volunteers saw a need, they jumped right in and tackled the job at hand.

4. Our volunteers showed up early and stayed late. They were willing to "go the distance."

5. Our volunteers provided useful suggestions for streamlining this year's event and making next year's Diesel Days even better. The people on the front lines often see things that others don't. The entire Diesel Days event is a group effort. Everybody is important and can share in its success.

We owe a special thanks to the RIT Model Railroad Club for continued support of Diesel Days. The RIT crew again showed up in large numbers and bolstered our staff in numerous ways.

Now the only question is, "What can we learn from Diesel Days that we can apply to our other operations?"

Thanks to all who pitched in. You're a fantastic crew!

Managers

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

Chris Hauf: 381-8583; crhauf@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

Museums Celebrate Biggest Diesel Days Ever!

by Dale Hartnett

Perfect summer weather combined with good media coverage produced our largest Diesel Days crowd ever!

Nearly 1,150 people attended the two-day event celebrating the 50th anniversaries of NKP 79, LV 211 and US Army 1843. The attendance is second only to the 25th Anniversary celebration a number of years ago.

The surge of visitors made it necessary to double the frequency of track car departures between the New York Museum of Transportation and the transfer point where guests boarded diesels and cabooses for the trip to Industry Depot. A third section was added to most departures to provide extra capacity.

Gift shop sales were brisk both days as the "welcome" staff at NYMT worked tirelessly at ticketing and handling the gift shop.

Informal polls among visitors indicated that upward of 75% of guests were first-time visitors to the NYMT and Rochester & Genesee Valley Railroad Museum.

Thanks to all who contributed to a tremendously successful event!



Diesel Days receives a "Pat on the Back"

Merry Seablom of Honeoye wrote a letter, which appeared on *Democrat & Chronicle* Editorial Page on September 4th, giving a "Pat on the Back" for the two museum's "Diesel Days" event.

She concludes with "Our thanks to the volunteers from the Rochester Chapter of the National Railroad Historical Society for making the memories of railroad travel a reality for a new generation."

She noted the many hands-on exhibits of refurbished and in process railroad and trolley cars—and also the highlight of the day with a ride on a diesel engine or a caboose!



These visitors could ride either a diesel engine or a caboose between the R&GV RM Depot and the LV 211 transfer point serviced by the track cars. *Photos by Chris Hauf.*

They shall rise from the ashes ...

by Rand Warner

It sure was great to see our Alco/EMD RS-3m LV #211 running again in time for Diesel Days.

That very recognizable and throaty EMD prime mover burble sounds neat.

Although the loco did not carry passengers, it was parked, running, at the transfer point at the end of the diesel operations segment of track, and was definitely enjoyed by our visitors.

Thanks to John Redden and the many volunteers who stepped forward to pull this one out of the fire.

Now if we can just get some of those nagging problems under control ...

There will be an LV 211 in our future!

Motive Power Update

by John Redden

Diesel Locomotives

The Museum reached another milestone in August, with the start-up of RS-3m Lehigh Valley 211. We now have six of the seven diesels listed as "In Service" on our roster. We believe that this is the very first time that we have had six of the units active, all at one time. A great deal of work was performed, in preparation for this start-up. 211 had four of its brake cylinders cleaned and lubricated by a variety of folks, including Dave Luca, Norm Shaddick, Chris Hauf, and John Redden. Rick Israelson replenished a large quantity of battery water. John Redden replaced two leaking tubes, one for air, and one for cooling water. Jim Johnson, Jesse Marks, Charlie Harshbarger, and John Redden performed the start-up servicing, including pre-lubrication, barring over, and electrical inspection. This was the first time 211 had run since 2001. It was a fairly big task, but the end result allowed us to showcase an operating 211 for Diesel Days.

Heavy restoration work on RG&E 1941 continues. Dick Holbert and Jim Johnson have completed the battery cabling and auxiliary battery charging circuits, so 1941 now has NEW cables running to NEW batteries, being charged by a NEW charger that resides on a NEW shelf. Neil Bellenger continues to work on sheet metal jobs for the cab and hoods, as well as fabrication of the engineer's deck and seat. John Redden and Dick Luchterhand replaced several coolant hoses on the number one prime mover. This diesel is nearing completion, and will likely be started some time in September.

Norm Shaddick, Chris Hauf, and John Redden continued to do various preventative maintenance tasks on several of the locomotives, particularly the 1843, EK-9 and the 79.

All of this, when taken together, represents a considerable volume of work. It allowed us to showcase our four largest locomotives during Diesel Days. We operated them almost continuously for six to seven hours, two days in a row, with barely a hiccup in the operation. When one considers that these four locomotives on average, are over fifty years of age, this is an impressive accomplishment. "Hats off" to all of the



TYRANOSAURUS REX

by Joe Scanlon

The dream of any museum of natural history is to acquire and display a huge piece, like a complete dinosaur. But obviously there aren't many of them around, particularly in good enough condition to show to the visiting public.

The members of the Rochester & Genesee Valley Railroad Museum have always "thought big" and have never been intimidated by the sheer size of an object. So that leads us to the story at hand

Last year Mr. Bob Barry contacted Rand Warner and asked if the museum would be interested in a big crane that he owned and wanted to dispose of. Mr. Barry is one of the museum's major benefactors, having donated the ex-Adirondack Railway sweeper car, including arranging and donating the trucking of it to our museum!

So Joe Scanlon and Art Mummery inspected the Bucyrus-Erie 38B crane out in Farmington and proceeded to evaluate it, and getting the huge diesel engine fired up last year. Over the course of the following year, more time was spent on "the dinosaur" with help from Dan Waterstraat, Scott Gleason, Rand Warner, Jim Cimino, Ryan Johnson, Joe and Art. The most difficult chore was getting the controls freed up, but as usual, Art Mummery worked his magic and we finally had a functional heavy crane!

The 38B was used by Mr. Barry some time ago to pick up 50-ton loads, so we have ourselves one heavy duty crane! The crane only has a very short "base boom" on it, which also makes it better equipped to pick heavy loads. Besides, it's a crawler-mounted

crane, which also makes it much safer to pick heavy loads than a truck crane, which depends on outriggers for stability. To give you an appreciation for the size, it is powered by a Caterpillar D13000 engine, which is the same engine that's in our CAT D8 tractors! Also, the 38B has significant historical value, being built in the 1940s!

So we feel we have a real find with our "Tyranosaurus Rex," which now sits in the museum parking lot on display, awaiting some final mechanical work, before we start using it to rearrange our world! Come out and see our dinosaur! Wait till you hear her roar!

As reported in *The Semaphore* previously, Mr. George Knab passed away in June. George really enjoyed running the Chapter's Bucyrus-Erie 15B shovel front. Plans are under way to have the shovel painted in its original Bucyrus-Erie livery in memory of George Knab. If you would like to donate to this memorial in George's name, please contact Dave Luca, Chapter Treasurer.

Eye Wash Stations Installed

by John Redden

As part of his comprehensive safety equipment program, Steve Huse has installed eye-wash stations at several locations around the Museum. A total of six stations have been acquired and installed in various work locations, such as the Restoration Building and the Tool Car.

Thanks to Steve for his continued efforts to maintain and upgrade our safety equipment.

Noon to Dusk —

— that is the Wednesday schedule for work on the Excursion cars in Webster. YOU are most welcome to assist!

New Custom Painted Step Boxes

By Joe Werner

A few years ago I was inspired by the step boxes Chris Hauf made and painted up to match the paint scheme of EK 9. I thought about how nice of a presentation it would make if all our equipment had matching step boxes. The first steps towards making this wish a reality occurred this past July when Otto Vondrak and I took a drive down to the depot one Sunday and measured up an existing step box we found in the Erie caboose. Next stop was Chase-Pitkin, then we retreated to my basement, where we created a large pile of sawdust, as well as the first of six new step boxes. Later in the week I gave the stool a few coats of red paint, then stenciled C254 on all four sides in white. Meanwhile, Otto had clued Chris in on this project, and Chris suggested using vinyl letters on any subsequent stools. Chris also offered to get matching paint and apply the paint and vinyl letters to the next batch of stools. This offer actually turned out to be a blessing, as I found the stenciling process to be quite tedious and sloppy. Indeed, without Chris' help, we probably would not have been able to completely decorate 3 sets of stools in time for this year's Diesel Days weekend. Finally, on the Saturday of Diesel Days, Erie C254, PC 18526, and LV 211 each went into service with their new, matching step boxes, complete with anti-slip traction tape on the step surfaces to enhance visitor safety.

I plan to continue building more stools over the next year, until each locomotive and caboose has their own matching set. Like most endeavors at our museum, the final result is often the product of the contributions of many people. This project was no different, and I would like to thank the following people for helping me build the stools: Tom Rohatsch, Mike Roque, Jessy Stallone, and Otto Vondrak. I would also like to thank Chris Hauf for donating and applying the paint to the LV 211 and PC 18526 stools, as well as procuring and applying the vinyl letters, and finally the RIT Model Railroad Club for donating the cost of the vinyl letters.

Thanks to ...

Dan Waterstraat for mowing the storage yard to the west of the LA&L tracks.

RIT Model Railroad Club for assisting on Diesel Days; their help was most appreciated



Left: Joe Werner and Otto Vondrak with two of the step boxes that they and other RIT members constructed.

Above: A close-up of the step box for Erie caboose C-254.

Similar step boxes were constructed for Lehigh Valley #211 and Penn-Central caboose PC-18526. Can you find the one in the photo of LV-211 on Page 3? *Photos courtesy of Joe Werner*

RR Water Tanks become Grain Bins

Contributed by Dick Bean and Ed Kosa

Dick Bean submitted this interesting item and photo. The tanks were first found by John Stewart and later Dick went down and got more information and the photograph.

They originally were built for the Buffalo and Susquehanna Railroad steam engines. In the railroad book "The B&S" on page 87, is a picture of the tank and engine taking on water.

Mr. Ed Kosa of 911 Purshersiding Road of Borough of Ulysses, PA sent Dick the following letter:

"Thank you for the inquiry concerning the three water tanks on our property. When we came in '26, the Water tower was on our farm on Pushersiding. When the WAG put on the diesel engines, they didn't need the tanks, so we purchased the one here on Pushersiding; the one in Brookland; and the one in Westfield. We gave the WAG \$100.00 each for the tanks, dismantled them piece by piece, numbering on the inside, each board on the floor and around each of the sidewall.

"We then transported the boards to the farm and reassembled them. The only part which were not usable were the roofs, and we put new roofs on each. For some reason, there was only one water spout to put up, and we put that up with the weight attached, and someone stole the weights -- one weight was a four pointed star, and I don't remember the design of the other weight.

"We have used them only for grain storage. Of course, there's shrinkage because the tanks were full of water for many years.

"We tried to keep them painted, which they are in need of right now, but time hasn't permitted lately.

"We'd be honored to have whatever you deem worthy printed in your monthly paper (The Semaphore); and of course, we would like a copy of same. Thank you. Ed Kosa, Sr. Partner, EDKO Farms"

FWD Truck

by Rand Warner

Rick Israelson continues to make progress on our 1950s vintage FWD truck, formerly a heavy duty snowfighter for the Town of York.

Rick has been working on the fuel and electric systems.

He has removed the gas tanks for cleaning preparatory to use. The engine has been run on a temporary fuel lash up.

He is also going through the wiring on the truck—getting all the different lights, horn, heater, fan, etc. to operate properly, using a large battery for test power.

This truck chassis will provide a heavy duty, all-wheel-drive, all terrain carrier for whatever we decided to mount on it.

One possible suggestion, that has been discussed, is putting the auger truck body from the old Ford chassis on to the newly renovated FWD chassis.

Trolley Power Substation

by Rand Warner

We are happy to report that at long last, we have finally achieved a solution with Niagara Mohawk Power Corporation, for the three-phase power for the substation vs. the single-phase power for NYMT building.

It will involve a three-phase, 480v feed to the entire complex, with a split off, single-phase 480v feed to the building. Separate meters will be provided, with separate disconnects, for the substation and for the building.

A 50 KVA, single-phase, 480v to 240v step down transformer will feed the building.

A 300 KVA, 480V wye to 480V delta transformer will provide isolation for the substation rectifier that feeds the trolley line.

Quotes are being solicited from local contractors for the hook up wiring external to the building.

Quotes are being solicited from local suppliers for the equipment internal to the substation.

Hopefully, we are finally ready to get started on this much needed and long awaited project.

Inspection Speeder

by Rand Warner

Bob Mader is heading up the team restoring the Fairmont two-cylinder inspection speeder donated by former Chapter President Ted Miller.

Bob is being assisted by Dick Bean, Larry Baker, Rand Warner and Kevin Klees.

Gary Warner has donated a good replacement two-cylinder ONAN engine for the speeder to replace the stuck prime mover.

Kevin Klees will be making up a clutch adapter to fit the new engine to the old machine.

The plan is to restore this speeder as faithfully as possible to its prototype appearance and function.

With the two-cylinder ONAN engine, the car will be about 12-16 horsepower strong.

We will have to do some research on Model and Serial numbers, but it would appear this car is 1950-1960 vintage.

Bob Mader has already removed the old engine and checked out the new engine for fit.

We will have Kevin Klees measure up both engines to assure that the new adapter fits properly.

Just a typical Tuesday nite

by Rand Warner

I think it was Tuesday evening August 12. You could hardly get a parking spot at R&GVRM. There must have been an easy 20 cars/volunteers out there.

There was the Drain Gang:

Dave Luca and Co. were working on drainage – clearing culverts and ditches, etc.

There was the Crane Gang:

Joe Scanlon & Co. were working on moving the Lorain crane and Army crane for the BIG DIG, etc.

There was the Train Gang:

John Redden & Co. were getting equipment in play for the Chapter's meeting and Diesel Days, etc.

There was the Track Gang:

Randy Bogucki & Co. were working on ties and timbers at the NYMT loop switch, etc.

There was the Signal Gang:

Mike Dow & Co. were working on getting more signals operational for the Chapter meeting, Diesel Days, etc.

There was the Car Barn Gang:

Bernie Cubitt and Co. were working on RL&B interurban #206, etc. for our traction collection.

Who did we forget??

WOULDN'T IT BE REALLY GREAT IF WE COULD KEEP UP THIS LEVEL OF WEEKDAY EFFORT LEVEL AND ACCOMPLISHMENT!

Thank you very much to all our volunteers and our hard working leadership.

Amtrak Shops

The October issue of *Trains*, has an article "This ain't magic", about what goes on in the three Amtrak's shops: Wilmington, Del., Bear Creek, and Beach Grove. Maps of these facilities are given.

In the ten pages, one learns about how workers are innovative when parts are not available. Amtrak's requirement that they wanted manuals and spare parts available before putting the Turbo sets in service is now understandable. Things are now more complex. The arrival of the F40 diesels came with three relatively slender manuals. Troubleshooting documents for the Genesis units fill a bookshelf.

I found the article very interesting and now appreciate more how Amtrak operates and how they have survived to date.

[From the Web site of Hornell "The Evening Tribune":](#)

Alstom Problems

Company furloughs 51

Because problems in obtaining materials, Alstom was furloughing 51. This makes the third time in seven weeks.

French Government invests

On 8/6, this paper reported that the French Government invested \$3.85 billion, representing a 31.5% take in Alstom capital.

The Paris-based engineering firm, of which Alstom is a part, arranged for this financial assist to relieve the pressures that resulted when the Hornell group reported a \$58 million unreported losses associated with the New Jersey Transit contract awarded in 1999. It was later reported that "understated costs" was an additional \$113 million totaling \$171 million.

SEC launches probe

The US Securities & Exchange Commission will be investigating for accounting irregularities.

Class action lawsuits

On 9/2 the paper reported that two class action law suits were filed against Alstom by two law firms representing US residents who purchased stock between May 1999 and June 2003.

[From Scranton Times Tribune Web Site:](#)

The Steamtown National Historical Site wishes to reconstruct several structures. Among them are a water crane and sand tower. More immediate is renovation of the two-story Mattes Street Tower, currently boarded-up. They have hired an archaeological firm from Rensselaer, NY to explore around the tower and a former utility shed.

[From "American Rail Link" Web Site:](#)

GOP Senators have pro-Amtrak proposal

Four Republican Senators have a new plan which would infuse \$48 million into capital rail projects and \$12 billion over six years to operate passenger systems. Funding would come from 80/20 federal/state match, similar to grant systems that now exist for highways.

Skunk Train doomed?

Unless somebody comes up with the money, the famed Skunk Train of Fort Bragg, CA will cease to operate by Labor Day. The California Western Railroad went bankrupt this year, with \$2.6 million in debt exacerbated by increasing insurance costs.

Glimpses from the Past ...

[From *The Short Line*, Sept. 1986]

Rochester & Southern RR

Rochester, NY, 8/86: "This former B&O line between Rochester and Salamanca, NY began operations on July 21st, 1986. The line anticipates a good amount of traffic from a number of on-line industries, plus some coal train traffic. Motive power at the beginning consisted of several P&LE units plus two G&W (ex-D&H) Alcos, but coming from Chrome Loco are six ex-Conrail GP-40's, to be numbered #101 through #106. August 28 marked the first trip for a properly painted and lettered GP-40, when #103 led the train south from Rochester. On 8-29 the P&LE units were returned, and shortly after, the two G&W Alcos went home. Because of the condition of some industrial spur trackage, one of the GP-40's will be traded to the G&W for one of their SW-1500's. Info from Mortimer Fuller and Scott Beckett, NY."

Livonia Avon and Lakeville

"Shortline Stock, 9/86: Former tourist hauler, turned freight-only sugar-hauler, Livonia Avon and Lakeville, of Lakeville, NY, has declared its first dividend. Holders of record on 6/30 will receive \$1 a share."

Local Historical Dates ...

[From "American Rail Links" web site]

- 08/22/1900 - The Rochester & Sodus Bay interurban began service between Sodus Bay and Glen Haven.
- 08/23/1861 - The Watertown and Rome Railroad Company of New York, changed its corporate title to the Rome Watertown and Ogdensburg Railroad Company.
- 08/25/1911 - The Lehigh Valley Railroad's eastbound Train No. 4 derailed near Manchester. Several train cars fell off a bridge and plunged 45 feet to a creek bed below. Twenty-seven people, including two Civil War veterans returning from a GAR convention in Rochester, were killed.
- 09/10/1840 - The locomotive, "The Young Lion" inaugurated New York's Auburn & Rochester Railroad.
- 09/11/1899 - Construction began on the Rochester & Sodus Bay Railway Company interurban.

The "American Rail Links" site is compiled by George Reed, who is also Editor of *The Green Lantern*, newsletter for Central New York Chapter, NRHS. The "Week in History" is from Phil Houle's Dispatcher's

Sixty Years Ago

Three express train wrecks within one week during WWII – one local

World War II placed severe burdens on American railroads as passenger traffic in 1942 rose 82 percent above 1941 level, and 1943 climbed 60 percent higher. The railroads, to meet the demand, had to employ aging and previously retired rolling stock and operated crowded schedules with fewer trained personnel. Railroad accidents increased by more than 50 percent in the first months of 1942. Between 1940 and 1943, there were seven major train wrecks resulting in 175 deaths. But contrast that to 1941 alone, when more than 40,000 American died in automobile accidents.

There were three wrecks sixty years ago within nine days involving named express trains that made the news and, being war time, made many fear of terrorist activities.

Lackawanna Limited: August 30, 1943; Wayland, NY

On this Monday afternoon, the *Lackawanna Limited* speeding along at 70 MPH to make up twenty minutes of lost time, sideswiped a switcher freight engine that had not fully cleared the main line. There were more than 500 passengers aboard the 11-car train. The track-side signals and cab signals indicated clear. The engineer of the switcher thought he had time to finish his chores and was moving along the siding. The engineer of the express noticed the moving switcher on the siding and assumed it would stop; when he realized it was not, he applied the emergency brakes, but too late to avoid the ensuing collision.

The *Limited's* locomotive sliced off the front end of the switcher and split its boiler, derailing itself and several following cars. Every window in the express was shattered and scalding water burst from the broken boiler of the switcher flooded the windowless Nickel plate coach which had stopped by the switcher. Twenty-six passengers in that car were killed from the scalding water and steam. Riding in the cab of the *Limited* was F. H. Meincke, DL&W's superintendent of locomotives. He jumped from the cab and was killed when the engine toppled on him; the engineer and fireman was not injured. Two other passengers died later.

About four months later, an inquest was held which, although declaring "negligence of employees and failure of officials of the Delaware, Lackawanna & Western Railroad to provide adequate safety facilities", the coroner concluded that "no useful purpose would be served by recommending criminal

prosecution". [Sharp contrast to present day accidents!]

Congressional Limited: September 6, 1943; Frankford Junction, PA

On this Labor Day, at about 6:08 PM the engineer of a yard switcher saw flames and smoke flaring from a journal box of one car on the New York-bound *Congressional Limited* which passed him at 58 MPH. He jumped from his cab and ran to tell a yard clerk, who promptly called the next tower. That tower operator got the message as the *Limited* passed underneath. He instantly called the next tower 0.9 mile beyond, but the *Congressional Limited* didn't make it that far. The involved axle was on the seventh car; it broke sending the car, a coach, shot up vertically and turned over. It broke its connecting to the six cars ahead but yanked the following coach, two diners, and four parlor cars off the track after it. The rearing coach was sliced into when it came in contact with the steel girders of a signal bridge. The coach behind slammed into the wreckage and was bent almost into "U".

This trackage was electrified territory and the live wires started a fire on the first coach which was quickly extinguished. The death toll, which was the worst in a quarter century reached eight within a week; 114 passengers were injured.

Twentieth Century Limited: Canastota, NY; September 7, 1943

It was only ten and a half hours after the *Congressional Limited* wreck, that the New York Central's eastbound *Twentieth Century Limited* derailed in the country side near Canastota in central New York state. It was pulled by a steam locomotive and at 4:34 AM its boiler burst. The explosion killed the engineer, fireman and relief fireman, ripped the locomotive to shreds, and derailed ten cars of the 17-car train. Only seven persons were hurt, five of them railway clerks.

A far worse wreck was avoided. A quick-thinking trainman, remembering that a fast freight was due in the opposite direction, ran down the track and flagged the freight to a stop before it reached the wreck.

[Source: "Train Wreck!" by Westley S. Griswold, published by The Stephen Green Press of Brattleboro, VT in 1969. The book describes 16 wrecks between 1833 and 1958. It is on the Chapter's Library shelf.]

It was a busy Summer!
It will be a busy Fall with the
Excursion Train preparations and
trips. Your assistance will be
appreciated!

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Chapter Meeting & Program:
China Roadshow,
#2
by Duncan Richards
Thursday, September 18, 2003
40&8 Club

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.

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Contributions to *The Semaphore* are welcomed and encouraged from all readers. They should be mailed to: Gale E. Smith, 299 Seneca Park Avenue, Rochester, NY 14617-2433. Phone: (585) 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. Also can send by e-mail to: gale299@frontiernet.net. **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)
