



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
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April 2004
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Program for April 15:

The Shamut Railroad

by Bill Reddy

Bill Reddy, who is the resident authority of railroads in southern New York State, will be giving a presentation on the Shamut Railroad.

Several years ago, Bill gave a well-received presentation to chapter members about the Pennsylvania Railroad between Olean and Rochester.

Annual Banquet: June 5th

The Rochester Chapter, NRHS Banquet will be held at the Rick's Prime Rib House, (Doud Post) at 898 Buffalo Road on Saturday, June 5, 2004. Cash bar at 6 o'clock; dinner at 7:00 with program to follow.

Program: Mr. Mike Zollitsch will be the banquet speaker. His topic: "Retrospect on the Buffalo Rochester & Pittsburgh". This topic should be of great interest to local, and BR&P fans in particular. Mike is the author of the new Morning Sun book: *Buffalo, Olean & Pittsburgh in Color*.

Details and ticket ordering information is enclosed with this issue. **Note early order discount!**

Depot Guide class to be scheduled

We will also offer a class for Depot Guides as we get closer to warmer weather. Watch for dates and times. Also watch for an opportunity to buy the green Depot Guide polo shirts.

Chapter Library

11 May Street (by OMID Tracks) in Webster

**Hours: 7:30 to 9:30 PM
Monday, April 19, 2004**

Library Phone: 872-4641

Welcome - Come and



Charles Harshbarger working on installation of electrical components for trolley power substation in the southeast corner of NYMT barn. Our substation team is averaging at least 30 man hours per week on this important priority project. (Rand Warner photo)

It's "Road Trip" time!

by Dale Hartnett

We'll take a one-day road trip on **Saturday, May 2**, visiting several Shawmut sites, including Harvey and Sue Lacey's restored Canaseraga Shawmut Depot, the site of the Stony Brook trestle, plus two destinations the Shawmut planned to access but never did. (Ever heard of Klipknocki or Michael's Mills? We will take you to both!)

We will carpool from the Industry Depot at 8 AM on Sunday, May 2. Contact Dale Hartnett (dhartnet@foxrochester.com or 243-0139) by Wednesday, April 28 to reserve a spot.

There's no charge, but it would be nice to make a donation to the Lacey's for

Toronto's Yonge Street Subway is 50 years old

It was a cold, blustery March 30, 1954 that approximately 5,000 people gathered to witness a historic event: the opening of Toronto's, and Canada's first 4.6 mile subway. [The Turnout, March 2004]

Annual Pancake Breakfast Coming May 8

by Dale Hartnett

The Young Railfans will sponsor the annual "More Than You Should Probably Eat" pancake breakfast on Saturday, May 10 from 8-10 AM at the Industry Depot.

Bring an appetite because you'll need it for the pancakes, sausage, eggs and home fries. Refill your plate as many times as you like!

Proceeds from the pancake breakfast will be used to support the Young Railfan program at the R&GVR Museum.

The breakfast is also a good way to kick off a "pre-opening work day" as we need many hands to finish preparations for the Museum's season opening. May 8 is also the final day of Track Car classes. "A good day of Track Car Operating starts with a good breakfast!"

Track Car Training Schedule

by Harold Russell

All persons who want to be Track Car Operators for the 2004 season are required to attend one classroom training session, pass a written test, and operate a track car successfully during a 'hands-on' session. **This applies to experienced operators as well as newcomers.**

All training will take place at the New York Museum of Transportation, 6393 East River Rd, Rush NY.

The schedule for this training is as follows:

Saturday April 10: Classroom
9:00 AM Sharp

Saturday April 17: Hands-on
10:00 AM

Saturday April 24: Hands-on
9:30 AM

Saturday May 8: Hands-on and
classroom if necessary at 9:30 AM

A weeknight class can be scheduled for those who cannot make the Saturday dates.

Track Car operations will begin May 16th.

Spring Cleaning Time!

R&GV RR Museum opens on Sunday, May 16.

We need to do a little "Spring Cleaning" before that date. There is lots to do, including dusting, sweeping, mapping, washing windows and picking up all our outside areas.

You can help make the job easier in two ways:

First, please take it upon yourself to tackle one of the cleanup jobs. We will be posting specifics on the weekly "Odd Job List" posted at the Depot.

Second, we need your help in keeping all our areas clean.

Information needed

by Harold Russell

If anyone has information (plans and/or photos) on the Pennsylvania Railroad's N5c cabin cars and its passenger cars for the *Broadway Limited*, circa 1935, please contact Harold Russell at 585-427-9159.

2004 Special Events

May 16 (Sun.) - Joint Operation Opening Weekend. **Also:** "The Return of Casey Jones" *

June 20 (Sun.) "Gandy Dancer Day" *

July 18 (Sun.) - "Worlds in Miniature" *

August 21-22 (Sat. and Sun.) - "Diesel Days"

*Demonstrations/displays at New York Museum of Transportation.

Young Railfan dates at Rochester & Genesee Valley Railroad Museum

by Dale Hartnett

? **Saturday, April 24**

? **Saturday, May 8 (Pancake Breakfast)**

? **Saturday, May 23**

Contributors to this issue

Dick Bean, John Becker, Janet Dittmer, Dale Hartnett, Chris Hauf, Lynn Heitz, John Redden, Charles Robinson, Harold Russell, John Stewart, Jeremy Tuke, Rand Warner.

Membership Lists & Ballots

The 2004 Membership List and the Ballots for the May election of Officers and Trustees will be mailed to 2004 members in a separate mailing. Watch for it.

Library Report

Charles Robinson, Chairman

Please note that the library is switching from winter to summer hours this month and Sunday afternoon library hours are being discontinued.

The library will be open on **Monday evening, April 19, between 7:30 and 9:30 PM** for your regular use. Now that warmer weather is coming it is time to be outside on Sunday afternoons perhaps working on the railroad?

We received an interesting scrap book from Dan Garvin that contains some rather interesting old newspaper clippings on the BR&P. You BR&P fans should come out and see what is in this book.

[Note: This is a scrapbook of clippings from the early 1900s. As such, the pages are very fragile; we are planning to make a copy of this valued collection—as soon as we can figure out how to do it without damage. It is interesting to see how the compiler reduced the number of pages by overlapping the clippings with "hinges".]

Dan also donated to the library receipt book from what I think is from a store in Rochester. We are indeed grateful for these historical donations.

Jerry Gillette has continued straightening up the periodical room and up-dating his listing of our periodicals. The magazines can now be located from the index that Jerry has prepared by their shelf numbers.

One word of caution. Please leave any new donations of magazines in the box for donations to the left of the door was you enter the periodical room. Filing new magazines yourself, throws off our periodical records.

Jerry and I are inventorying the items in a box donated a while ago and placing them in proper place in the library's collection. Slowly, new books come in and Gale Smith gives them a call number and lists them on the computer and shelves them.

Best Wishes to Bob McKinney.

Chapter member, Bob McKinney has just undergone his SIXTH hip surgery. He stated in a memo to Norm Shaddick, that he feels like an insect! It was serious, lasting five hours with considerable blood lost.

He would appreciate receiving well wishes and your prayers.

He is home and his address is:

198 Parkview Dr., Rochester, NY 14625
482-3588; rmckinne@netacc.net.

Membership Report

Janet Dittmer, Chair

Welcome to this new member:

Mike Bianchi

80 Helmar Dr.

Spencerport, NY 15559

585-594-5192; MBianch2@rochester.rr.com

Interests: Rolling stock restoration, Trips, Museum Operations, Track car driving

Membership Contact:

Janet Dittmer, Membership Chair

983 N. Winton Rd.

Rochester, NY 14609-6824

<daveluca@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

Hey there

The Chapter is still in need of a person or person to oversee **PUBLICITY**. Now that we will soon be starting our 2004 Season, it is important that we let the public know we exist and what we offer.

So we encourage a volunteer (or two) from our membership to contact Jeremy Tuke, 14 Robinwood Tr. Rochester, NY 14623-5431, phone: 585-359-8944; e-mail: jnmk2k@frontiernet.net. Jeremy awaits your call!

Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

? Rochester & Sodus Bay: July 28, 2004

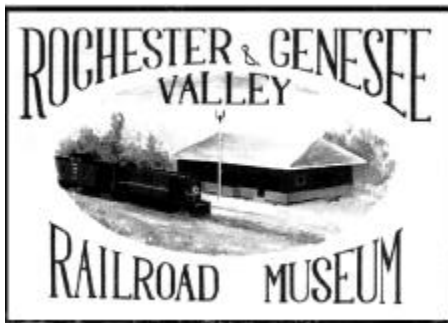
? Rochester & Eastern: July 30, 2005

? Rochester Lockport & Buffalo: April 30, 2006

? Rochester & Syracuse: June 28, 2006

? 50th Anniversary of Closing of Rochester Subway for Passenger Service: June 30, 2006

We have some time here to plan some significant and appropriate recognition events & Celebrations!!



MUSEUM MUSINGS

by Dale Hartnett

I recently took part in a neat experience at the School of the Arts in downtown Rochester.

High school juniors at SOTA are required to put together portfolios, resumes, job applications and personal statements though applying for an entry-level job. Then professionals from students' career interest areas interviewed each student in a mock job interviewed situation.

The four students I met were absolutely wonderful. Any school and any parent would be proud of the way these 17 year-olds handled themselves in what the students feel is a very stressful situation.

The students had spent a lot of time preparing for their meetings with the interviewers.

All the students were given a list of typical questions asked in job interviews. They were expected to be able to explain their portfolios. They were to dress appropriately for a job interview. They were to carry on a conversation at the level of the interviewer.

These are hard lessons for young people to learn. (And these students had learned them well - not perfectly, but well).

After I finished, it occurred to me that we need to prepare to meet our museum guests in exactly the same way these students prepared for their interviews.

1. We need to be ready to answer questions well. We can anticipate some of the questions, but not all of them.

2. We need to be able to explain our collection and what each piece means.

3. We need to dress appropriately and present ourselves and our facility in the best light.

4. We need to deal with each guest at his or her level of knowledge and interest.

We can learn a lot from the 17 year-olds at School of the Arts. I can only hope that we make as good an impression with our guests as these young people did with me.

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@foxrochester.com

Motive Power Update

by John Redden

Gasoline Locomotives

Plymouth Locomotive Status

Work continues on our 6 ton Plymouth Model BL locomotive. The Brake Team of John Redden, Norm Shaddick and Kevin Klees completed the restoration of the brake system. After the engine, this is the second major system of the locomotive to be fully rehabilitated. Prior to this, it is likely that the brakes had not functioned in 30 years or more. Several parts needed to be fabricated and installed including two two-inch diameter shafts, a six foot lower link bar, two dozen pins, and two forged parts. The forged parts were fabricated from hot rolled steel barstock that was heated with a welding torch and hammered/bent into shape. This is another good demonstration of the types of parts that museum volunteers can fabricate for the restoration process. Also the large steel angle bolted to the front of the locomotive frame was removed, de-rusted (a lengthy process), primed and reinstalled. According to the original manufacturer's brochure this angle was a feature that prevents the locomotive from dropping too low between the rails in case of a derailment. This seems like good thinking since these locomotives were often used in quarries and



construction sites with shabby trackwork. The next steps for the Plymouth include cleaning the rear angle and installing the sandboxes and sander control linkage.

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Steam Locomotives

Our Steam Team continues meets on the first Saturday morning of each month, at the Industry Depot. If you have an interest in assisting with the Steam Program, please contact Ron Amberger or John Redden, or simply stop by.

Current plans include further cosmetic work on the Vulcan 0-4-0T number 12, and continuing disassembly and inspection of the Heisler fireless locomotive.

Diesel Locomotives

Norm Shaddick, Tony Mittiga, Randy Bogucki, and Bob Mader have removed the Number 6 distributing valve from the U.S. Army number 1843, the Fairbanks Morse H12-44. This valve will be sent to a contract brake-repair shop in Pittsburgh, for cleaning and testing. Thanks to both Tony and Randy for individually offering to take this valve, as well as several passenger car brake valves to Pittsburgh for work.

Norm has serviced the batteries on the two U.S. Government engines, the 1843, and 1654.

John Redden, Randy Bogucki, Norm Shaddick, and Chris Hausler are continuing the disassembly of the number one prime mover in our 45-tonner, the RG&E number 1941. Since our last installment, all of the cylinder heads have been removed, and the oil has been drained from the pan. Moderate corrosion was discovered in the number three and six cylinders. We hope to be able to correct this and re-assemble the engine for use, later this year.

Thanks to all of our Motive Power volunteers, who offer their time and talents to keep the fleet operable. Also, thank you to Norm Shaddick and Kevin Klees for their inputs to this article.

Along with other brake rigging work, the rebuilt brake level has been installed inside the cab of the Plymouth Model BL. this engine was built with hand brakes only. (Chris Hauf photo and caption)

Dare to Dream

by Rand Warner

If you were flying up over our R&GVRM/NYMT in the year 2010 on a magic carpet, what would you really like to see?

Here are some possibilities to get the juices flowing:

Trolleys in regular operation up on the north end.

Steam trains in regular operation down on the south end.

Critters working at industrial technology sites in the northwest quadrant.

Locos and track cars spotted over the pit for repair in the Restoration Building.

A fully operational assortment of burbling diesels – all types.

Our “intermodal” connection to the Genesee River via the Northwest Quadrant; water is magic!

Fully integrated use of horse drawn and rubber tired antique vehicles for our **TOTAL VISITOR EXPERIENCE.**

What are your own personal dreams. Let's hear about them now.

End-to-End operations possibilities

by Rand Warner

Milk

We have the milk car, antique trucks, and antique wagons and lots of cans. And we're going to build a couple of line-side milk loading platforms.

Mail

We have the RPO car, mail bags, and REA truck, and trolleys. And we're going to build a replica mail bag pickup stand.

Produce

We have three reefer cars, a collection of produce cartons and boxes, and a 'FARM TO MARKET' exhibit in the making. We also have the appropriate old farm truck(s).

Lumber

We have two flat cars, places to load and unload logs, and the possibility of a saw mill to pick up and relocate to our site. We also have the appropriate old trucks.

Solids

We have a hopper car to haul sand, gravel, coal, crushed stone, etc. We also have dump trucks, and a conveyor unit. We could easily build a loading ramp.

Liquids

We have a tank car, and a water truck. We also have pumps and hoses.

Track Team

by Rand Warner

Dave Luca and Rand Warner have been staging track parts for the construction of Switches #7 and #8 for the new tracks leading into the barn.

Dale Hartnett & Co. have rehabbed a former GRS large relay cabinet, to provide additional organized storage for a basic assortment of track tools. This unit would be placed near Switch #6, to add further realism to the existing layout of two relay cases already in place.

Rand Warner, Charles Harshbarger, Dale Hartnett and Dave Luca have been checking out sources of heavier rail for use in Restoration Building and for siding on west side of LA&L RR.

We are looking into the possibility and feasibility of using contractor help and equipment to take a giant leap in tie replacement.

We are also looking at putting on another several car loads of ballast so we can further improve our track surface in areas requiring attention, with contractor.

Stay tuned ...

Bogucki Maintenance of Way Equipment Co.

by Rand Warner

You big titans of the railroad MOW industry better watch out. We've got our own secret weapon — Randy.

Randy is now working on, not his first, not his second, but his third generation ballast screener. Each one has been improved over the previous one.

He is also well along on fabricating major components for the zero pressure boiler weed sterilizer. We also have a 250,000 BTU/hr. propane burner unit for the boiler designated and in hand.

Now if we can just get him hooked up with Rick Israelson on the hydraulic tie inserter/remover ...

LV Trail work to begin

Construction was to begin in early March on the Henrietta portion of the Lehigh Valley Linear Trail. The trail currently runs through Rush and Mendon. It is getting a \$1.5 million makeover to link with the existing Genesee Valley Greenway, constructed on the former PRR roadbed. [*Democrat & Chronicle*, March 9, 2004]

What a Great Team!

by Rand Warner

Through arrangements by Greg Norsen of Alstom Signal Division, we recently received our seventh trailer load of surplus electrical, electronic, and mechanical components.

The trailer was delivered on Friday evening and was completely emptied, with all items dispositioned and relocated, by noon the following Saturday That's about 24 pallet loads of stuff!

Thanks to Mike Dow, Dan Waterstraat, Bob Mader, Rand Warner, Jim Johnson, Dick Holbert, Charles Harshbarger, Rick Israelson, Bill Chapin and Scott Gleason.

This will be our last trailer load from Alstom as we are now full upon our discretionary storage space.

Thanks, everyone, for jumping in to help out on this last window of opportunity.

Metal Workers of the World

by Rand Warner

Metal Workers of the World Arise! Stand up and be counted as volunteers at the R&GV RM!!

We currently have metal worker volunteer opportunities for the following Museum projects:

1. Rochester Subway Car #60
2. Pennsylvania RR N5c caboose
3. Heisler fireless loco #1
4. Vulcan steam loco #12
5. Railway Express Agency truck
6. Burro M.O.W. railroad crane
7. Plymouth 7-ton gasoline switcher
8. B&O Bay window caboose
9. Fairmont snow broom switch cleaner

Kevin Klees is in charge of our metal shop machines.

Art Mummery is in charge of our cutting and welding equipment.

Kinzua Viaduct will not be rebuilt

from Richard Palmer via John Stewart

The 121-year-old former Erie Railroad Kinzua Viaduct will not be rebuilt according to a story in the Bradford (PA) *Era* newspaper. The decision was made by Governor Ed Rendell's office, stating that the state could not afford the estimated \$45 million to rebuild the bridge.

On July 21, 2003, a tornado, with winds of 94 mph toppled 11 of the bridge's 20 support towers. It was a major tourist attraction in the area.

Outreach to School #17

by Rand Warner

Bill Chapin from R&GVRM and Dick Luchterhand from NYMT have been helping out at the Friday afternoon model railroad sessions at Rochester's Enrico-Fermi Elementary School #17.

This term (our 3rd so far) we have six boys and girls of third grade level, very interested, enthusiastic, energetic and capable.

This year we have an expanded layout relocated upstairs to the second floor of the school, where we now have a larger room.

With major help from Bill Chapin, we have tripled our layout size. The students can now run three trains simultaneously, and they can pass trains back and forth between the three connected table areas.

Dick Luchterhand has made a significant contribution to the realistic appearance with his work on the scenery.

The students are painting, building kits, doing scenery, installing track and wiring. This is a whole new exposure for all of them.

We are looking for one hour of your time on Friday afternoons, also your donations of operating Lionel, American Flyer, or Marx accessories to liven up our operations.

Zephyr rerouted

Amtrak's *California Zephyr*, which operates between Chicago and the San Francisco Bay area, will take a different route between Denver and Salt Lake City during a month long tunnel repair project this summer in Colorado. Crews will close the Union Pacific line at Moffat Tunnel, 50 miles west of Denver. The *Zephyr* will operate via a Wyoming route, which is about four hours shorter than the *Zephyr's* current route through Moffat Tunnel and the Rocky Mountains, but is far less scenic.

The 6.2-mile-long Moffat Tunnel cuts through the continental divide at 9,242 feet above sea level, opened in 1928. It hosts not only the *Zephyr*, Union Pacific coal and general freight trains, and Burlington Northern & Santa Fee trackage-rights freights, it is also on the route of Denver's Ski Train to Winter Park, a ski resort owned by the City of Denver. The Ski Train, which hauls an estimated 6,000 tourists in summer, will be canceled during the tunnel repairs.

The exact dates of the tunnel work have not been announced. The project could also take longer than a month.

— submitted by John Becker

Progress on Railway Express Truck

by Rand Warner

There's a lot of good things happening on the REA truck project recently.

Lynn Heintz continues to look for and acquire parts off the internet and from other resources. He is now chasing front fenders.

Art Mummery has brought over a fender to evaluate, and has also provided information on steel and fiberglass replacement fenders and other parts.

Best of all, Bob Malley has donated a completely rebuilt and overhauled 59A flat-head Ford 85-hp V-8 engine!

Rand Warner is getting a quote on rehab or replacement of the radiator.

With new axle shafts, new motor and new radiator, our goal is to drive that truck right out of the Restoration Building. Want to help? Call Lynn (768-6984) or Rand (425-8586) or Dick Bean (293-2131).

Updates on near Amtrak/freight collision

via various media reports.

Railfan & Railroad reported the following: "On February 20, 2004, west-bound Amtrak train 281 went through an absolute stop signal on track 2 at CP278, where it was to stop and allow eastbound CSX train Q626 (on the same track) to cross over before proceeding. The crew on Q626 put their train into emergency and called No. 281 on the radio after hearing the Amtrak train pass a nearby talking detector at speed. No. 281 was brought to an emergency stop less than 500 feet from the CSX freight at Kirkwood, New York." [*Railfan & Railroad*, May 2004, pg. 22]

D&C reported that the engineer went through a least two signals that warned his train was on the wrong track. [*Democrat & Chronicle*, date not recorded]

Reportedly, the Amtrak train had run past a stop signal and through a cross-over lined against it [Editor: how is the latter, as worded, possible?] [*Trains*, May 2004, pg. 10]

The Amtrak engineer said he fell asleep and missed several warning alarms. He no longer works for Amtrak. [*Democrat & Chronicle*, April 2, 2004, pg. 5B]

Additions to Rand Warner's rail/water interlace

by Lynn Heintz

BR&P in 1916 listed the Dock Branch as serving Pennsylvania Feldspar Co., Charlotte Docks. Genesee Dock and Star Cement Block Co. We are familiar with the car ferry, coal dock and cement boat dock. Does any member know which name was which?

[Editor: Some of the foundations for the Feldspar Co. and a few ties are still visible, along with a few supports for the coal dock. The latter shows sign of fire damage; does anyone know the reason why?]

BR&P also had the Driving Park Avenue Canal Docks which was on the old canal location that became the subway.

Sodus Point (PRR) had a lake shore iron ore dock that was gone by 1945.

Canadaigua (PRR) had Lake Landing (City Pier) on the Canandaigua Lake branch.

Lakeshore Group acquires Plymouth locomotive

The Ellwood National Crankshaft of Irvine, PA donated to the Lake Shore Railway Historical Society its Plymouth industrial locomotive. The 15-ton Model JDT loco was built in 1959, and was used with one of six purchased by the Merritt-Chapman & Scott company for dam construction project in Lewiston, NY. The Society's was one of two that saw service at the construction of the Kinzua Dam east of Warren, PA.

later found its way to National Forge in 1972, which merged into the current company in late 2002/early 2003. It originally had no cab (type 4), but one was added later. It is equipped with a diesel engine and a hydraulic transmission/torque converter.

It was recently moved to LSRHS' museum in Northeast, PA. [*The Lake Shore Timetable*, Feb. and Mar. issues]

Shows/etc.:

April 24-25: The Cornell RR Historical Society, NRHS will be holding their annual **Finger Lakes Railfan & Train Show** on April 24-25, 2004. Hours: Saturday: 10-5; Sunday 10-4. Place: The Field, NYS Rte. 34, four miles north of Rte. 13. *Contribution:* Adult: \$5; Child 3-12: \$2; Family \$10.

June 11, 12, 13: Adirondack Railroad Railfan's Weekend. Consult: www.adirondackrr.com.

June 30 - July 4: 2004 National NRHS Convention: "Rails to the Northstar". Minneapolis/St. Paul. Mainline steam trips are being investigated. **Info:** www.northstar2004.com.

Reminders ...

1. Both Museums open Sunday, May 16.
2. Annual Banquet: Saturday evening, June 5

==== Off the Wires ====

Kodak

Some media reports suggest that Kodak will exit the film business. NOT SO. The company will still market Kodachrome and Ektachrome films. However, it will cease to manufacture and distribute slide projectors. (Ed. OUCH!) [*The Green Block*]

Take your car to AZ by rail

BNSF and Autolog Corporation announced plans to transport private cars between Chicago and Phoenix. Currently, Autolog sends cars by truck taking at least 14 days. BNSF can transport them in ten days or less at a charge of \$450 for average size car. Service was to start in March [*The Orderboard via Highball*, March 2004]

Group to rescue four old N&W locos.

The Western Virginia Railroad Preservation Society, based in Roanoke, VA, has been formed to rescue and restore four old N&W steamers that have been rusting away the last 50 odd years in a scrap yard. The engines are in poor shape and are missing many parts, including their tenders. [*Potomac Rail News*, Feb. 2004, pg. 4]

Gunn spoke at ESPA Annual Meeting

On March 6th, the Empire State Passengers Association (ESPA) and National Association of Railroad Passengers (NARP), Region 11, held their annual meeting in Schenectady. Dave Luca was among the 90 in attendance.

Mr. David Gunn was the first Amtrak president to address this association. He is noted to frequently being "out in the field" riding Amtrak trains, and evaluating the system for improvements.

He stated that things look good now, after replacing the former strategic business units with a smaller basic railroad structure. Amtrak is under running their budget by about \$50 million through February and their revenue is up and expenses are down.

"We had to focus on bringing our system back to a state of good repair. Last year we got our track laying machine running again and converted 58 miles of track from wood to concrete ties. This year we'll put in 101 miles of new welded rail and convert 70 miles to concrete ties. We'll completely overhaul more than 200 cars. We have the cash for this, but we don't know what will happen in the future," he said.

He noted that the U.S. passenger rail supply industry has virtually disappeared. Amtrak has to rely with stuff on the shelf.

He emphasized that the federal government needs to commit to a capital program

for rail, otherwise it won't happen. And states must commit to match federal money 20-80% as they do under the highway program. Also states must commit to cover the operating deficit. "Some corridors will break even if you do a good job on the capital side and you have frequent, fast service."

Mr. Ross Capon, Executive Director of NARP, mentioned at the meeting how to communicate to Washington. In order of preference:

Best: transmit one-page faxes.

Second best: Use the telephone, leaving a short message for the transportation specialist, but don't expect them to call you back. In both of these cases, its the number received (pro and con) that matters.

Least: E-mail is "very dicey" because most people in Congress get far more of it than they can read.

Mail: Should only be sent to district offices, not Washington because of security related delays.

It is important to direct your comments to the representatives in your district. They represent their respective constituents. In all cases, be brief and to the 'point'. [*The ESPA Express*, Mar./Apr. 2004]

..... Via the Internet

Submitted by Dale Hartnett

Funding delayed on Lancaster & Paradise RR projects

Cost-saving measures proposed by the Pennsylvania Dept. of Transportation will delay several projects that Lancaster County is proposing to alleviate traffic problems and encourage the county's tourism.

The plans included renovating the Amtrak station in Lancaster, and the construction of a station at Paradise, which would serve the Strasburg Rail Road and allow tourists to visit the Railroad Museum of Pennsylvania in Strasburg. [*www.LancasteronLine.com*, 3/31/04]

UP hiring

The Union Pacific Corp. will hire at least 4,000 workers this year to handle increased business and replace retiring employees. About six percent of employees are retiring annually; more than double earlier pace because retirement age was lowered from 62 to 60. [*www.buffalonews.com*, 4/1/04; also Dick Bean]

Geneva works with NS and Finger Lakes RRs on emergency plan

On March 30, employees of Norfolk Southern and Finger Lakes railways discussed with Geneva emergency personnel on procedures should a railroad

accident/incident occur. [*Finger Lakes Times*; www.fltimes.com, 3/31/04]

Saratoga Springs train station opens

The Capital District Transportation Authority sponsored \$5.9 million Saratoga Springs station opened for business on March 5 with Amtrak service. The former facility was used by about 23,000 passengers each year. [<http://albany.bizjournals.com>, 3/8/04]

Former D&H RR shop in Colonie destroyed by fire

Most of the former D&H locomotive repair shop was destroyed by fire on March 21. Thirty to 40 mph wind gusts fanned the flames and kept the smoke moving which worried residents. While large portions of the building burned, a large portion of the 200,000 square-foot facility remained untouched by the fire. The shop was one of several, since demolished, in the D&H former 80-acre repair yard. The structure is said to be 90 years old.

At one time it was used to repair both steam and diesel locomotives before closing in 1982. Guilford Rail took ownership from the bankrupt D&H in early 1980s. Guilford will be applying for permits to demolish the remaining building. There is concern that asbestos is present, mostly in the roof structure; The building was constructed of brick, steel and glass. [www.timesunion.com (Albany), 3/22&23/04]

NS moves trains over WNY&P rails

In February Norfolk Southern purchased trackage rights from Western New York & Pennsylvania Railroad. That was good foresight, as on March 16, NS Southern Tier Line near Arkport had a train derailment. Eleven of the 117 car train derailed; there were no hazardous materials involved.

With this line out of service, NS detoured their first train over WNY&P tracks at Hornell the same day. NS was wanting to secure a secondary route should the Southern Tier Line to Buffalo fail, driven by concerns over the aging Portage bridge over the Genesee River. Also the WNY&P route shaves 65 miles off its present route. [www.eveingtribune.com (Hornell), 3/18/04]

Caboose to be center of new plaza

Developer Martin McMillan has purchased an original Lehigh Valley Railroad caboose to the a centerpiece of a new retail shopping center being developed at Routes 21 and 96 in Manchester. Since Manchester was formerly a 'railroad town', he plans to build the plaza with a railroad theme. [www.fltimes.com (Finger Lakes Times), 3/17/04]

John Stewart forwarded this following article that appeared on "Railroad Readings" website of Richard Palmer <rpalmer@dreamscape.com>

The Erie Railroad

Standard Gauge - A Day Without a Railroad Train - Waiting Passengers - Quick Work - An Ovation - Again On Time

Never was the enterprise and push characteristic of our age more fully exemplified than in narrowing the gauge of the Erie last Tuesday. For the last few weeks extra gangs of men had been busily at work preparing the track and switches for the change, and getting everything in readiness for the moment when the order should be given to move one rail nineteen and a half inches nearer the other.

Moving the rail, however, did not constitute the greatest amount of work to be done. The handling of the vast amount of rolling stock was one of the largest jobs in connection with the work. Monday morning the yards all along the division were full of road gauge cars, and those had to be sent to Hornellsville on that day. During the day 300 cars were shipped out of Salamanca, and at night the yard on the Erie side looked desolate and deserted. The old switch engines, 304, 36 and 73, which had so long pulled in and out of the labyrinth of switches, were likewise sent away. As these old switch engines left the yard the Atlantic engines and engines in the shops gave them a parting salute. The departing locomotives gave a long good-bye blast, which had in it some little tinge of sadness, and the whistles which had become familiar to all were heard for the last time on the Reservation. At 6 o'clock Monday evening there were but three broad gauge cars in the Erie yard—the tool car and two gondolas, which were to be narrow-gauged here.

The passenger trains ran regular Monday forenoon, but in the afternoon there was general abandonment after Train 9 had passed over the road. The last broad gauge train over the road was wildcat from Dunkirk to Hornellsville, run by conductor Kimball, and passed Salamanca at 9:30 P.M.

Monday night was a remarkable one in the history of the Erie road. After Kimball's "wildcat" reached Hornellsville, the shriek of no engine broke the stillness between Dunkirk and Hornellsville. The moon shone down upon a stretch of 198 miles of track upon which stood not a single car. Excepting a few cars in the shops at Salamanca, where

was not a car on the Western division from 12 P.M. until 9 o'clock on Tuesday morning. The work of moving the rail began at 4:30 Tuesday morning, and at 8 A.M. intelligence was flashed over the wires to Superintendent Beggs that the work was completed on the main line. About 800 men were employed in the great enterprise, which was carried through without accident in just three hours and a half from the time the first spike was pulled. The Little Valley section was first to report its work finished. In just two hours from the time of beginning Foreman Carroll sent in his report that his section was ready for the narrow gauge trains. Track Foreman Wyman telegraphed to Superintendent Beggs that the Salamanca section was ready at 7:30.

A number of sections were completed at almost the same moment. Shortly after the news that the line was reduced to Standard gauge, an inspection train, with Wm. Wilcox as conductor and containing Division Superintendent Beggs and other railroad officials was started out of Dunkirk. The train was pulled by an engine from the Dunkirk & Allegany Valley Railroad, "The Conewango, No. 3" - with engineer Tibbits at the throttle. The engine and cars were decorated with flags and the train was greeted with continuous ovation as it passed over the road. As it reached Salamanca, at 11:45, there was such a screeching of engines as is seldom heard. The "wild cat" inspection train proceeded to Olean where it was met by a similar train from Hornellsville. The Dunkirk train returned to Salamanca and was closely followed by the Hornellsville inspection train, under the direction of Conductor Langsworthy. The train was pulled by engine 574, and reached here at 2:30 P.M. and was greeted with an enthusiastic reception. M.W. Coburn, one of the most reliable engineers on the road, has the distinction of driving the first Erie engine over the narrow gauge track. Engine 574 is nearly new, having been used on the Buffalo division or a few weeks. It is a 60 ton mogul, built at the Grant Locomotive Works at Patterson.

The inspection trains having passed over the road, the track was pronounced in good condition, and train three was dispatched from Hornellsville as "wild cat." The train, run by Conductor Martin, came into Salamanca at 2:50 P.M., being about three hours behind its regular time. David Cary, one of the oldest men on the line pulled the train with engine No. 57. Thus with comparatively little inconvenience to the traveling public the Erie reduced to standard gauge, and again the trains are speeding over the road nearly on time.

NOTES:

The gauge of the New York, Pennsylvania and Ohio railroad between Leavittsburg, Pa., and Dayton, O. was changed Tuesday from broad to standard. Two thousand five hundred men were placed along the line from Dayton to Leavittsburg, 325 miles.

The work began at 3 a.m. and ended at 9 a.m. the shortest piece of work of this kind on record. The trains on the eastern division of the NYP&O with few exceptions, run on about their usual time Monday and Tuesday.

Twenty new consolidated 60-ton moguls from the Grant Locomotive Works are to pull the freight on the western division of the Erie. Their power seems almost limitless, and the boys say they will draw everything that can be hitched to them. One of them took about eighty log fed cars out of Salamanca yesterday morning.

On Monday a special order was issued by Superintendent Beggs, enjoining engineers and conductors to use the utmost care in running trains. The order was faithfully obeyed and the great amount of rolling stock moved to the east terminus of the division without delay or accident. The same car was enjoined and complied with in moving the train after the road had been reduced to standard gauge.

About 70 cars have been narrow gauged at the Erie shops since the 15th of May. They are stamped "N.G. Salamanca, My (or June) 1880." "N.G." doesn't always stand for "no good."

The new bob-tail switch engine No. 515, to be used in the yard here reached Salamanca Tuesday. Two more of the same pattern are expected to do the same work by the old switch engines. Train 12 on the N.Y.P.&O. came into Salamanca Tuesday with narrow gauge coaches. 1,600 cars from the N.Y.P.&O. road were sent east over the Erie between Monday and Monday night. Since the "embargo has been raise," freight traffic has been lively.



The promised NYC Rochester train listing will have to wait, again. Guess I'm trying to incorporate too much 'stuff'! Will continue to work on it.

You should see a marked improvement in the quality of print and photos (sorry, not many this time), as Chris Hauf has installed a computer to drive our copier. This eliminates the intermediate step of using hard copy for originals.

Your Editor

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by **Bill Reddy**
Thursday, April 15, 2004
40&8 Club
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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:
<http://www.rochnrhs.org/>
