



# The Semaphore

Newsletter of the Rochester NY Chapter, NRHS  
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## Program for June 17:

### Fun time at the Depot!

#### Riding Our Own Railroad!!

You are invited to come out on Thursday, June 17, anytime after 6 PM, to the **Industry Depot on NYS Route 251** to enjoy the "fun"(work?) that our Chapter volunteers have perfected over the years!

Please invite your friends and neighbors to join us. They may enjoy the occasion and become interested in joining the Chapter! We discourage the presence of small children; if present, small children must be *constantly* supervised.

Note on Page 7 that several model railroad clubs have been invited.

## Future Programs

by Harold Russell

**June, July & August:** Meetings will be had at the **R&GV RR Museum's Depot** in Industry. Program will be what the Motive Power Team will put together for our enjoyment.

**September 18:** *Pennsylvania Railroad's Elmira Branch* by author Bill Caloroso.

**October 21:** A speaker from Utica and Mohawk Valley NRHS.

**November 21:** *Oil Creek Railroad* by Dick Senges.

**December 16:** *Railroads of the Southern Tier* by Fred Trumbore

Utica & Mohawk Valley Chapter plans to visit R&GV RM and NYMT Sat., July 17 on an extended bus tour.

## Chapter Library

11 May Street (by OMID Tracks) in Webster

**Hours: 7:00 to 9:00 PM**  
**Monday, June 21, 2004**

Library Phone: 872-4641

Welcome - Come and

## Election Results

by Jeremy Tuke

### The election results are as follows:

#### Officers elected\* or re-elected\*\*:

Jeremy Tuke - President \*\*  
Dale Hartnett - Vice President \*  
Chris Hauf - Corresponding Secretary \*\*  
Dave Peet - Recording Secretary \*  
Dave Luca - Treasurer \*\*  
Bob Miner - National Director \*\*  
John Stewart - Trustee\*  
Randy Bogucki - Trustee \*

#### Continuing to Serve as Trustees:

Harold Russell  
Bob Mader  
John Kernan

There is a vacant Trustee position created by Dale Hartnett's move from Trustee to Vice President. Per the bylaws, the Board will appoint a member to serve out Dale Hartnett's term as Trustee. The Board welcomes Dave Peet as Recording Secretary and also welcomes John Stewart back to the Board as Trustee.

The Board, on behalf of the entire Chapter, would like to extend it's appreciation and gratitude to exiting board members Steve Oagley (VP-3 terms), Ron Amberger (Recording Secretary) and Charlie Harshbarger (many years as Trustee) for their contributions to the Board and service to the Chapter. We look forward to their continued contributions and involvement on Chapter committees and activities.

## Banquet a Success!

On Saturday, June 5, 2004, the Chapter held its Annual (minus a year or so) Banquet at Rick's Prime Rib House.

About 60 members, their spouses, or significant others, gave a round of applause to Janet Dittmer, who arranged all the particulars for the banquet, including a wonderful buffet!

Attendees received their collector's coffee cup, which this year pictured the Lehigh Valley #211 on a Cornell red mug. The artwork was by Jim Dierks, of NYMT.

President Jeremy Tuke served as Master of Ceremonies and welcomed everyone. Rand Warner said grace. After dining, a short Annual Meeting was held, at which time the 'famous' Fairmont Award was presented.

This year's recipient was Gale Smith in recognition as editor of *The Semaphore* – and other minor activities, such as library work and work on the *Pine Falls* (get with it, Gale!). The MC's mention of Ohio City, Ohio—and the award—took Gale off-guard to reply to this honor.

The program started with Chris Hauf retrieving from his slide collection, the highlights of the Chapter's activities—present and past. Chris' most recent photographic acquisitions are via digital cameras, which requires extra steps to produce slides. [However, his digital camera work is much



Gale Smith receives Fairmont Award from Jeremy Tuke. (Chris Hauf photo)

appreciated by this editor for incorporation in this newsletter.]

Our guest speaker was Mike Zollitsch who has done extensive research of the Buffalo Rochester and Pittsburg Railway. His research was just published this year by Morning Sun Books, Inc. as Volume 1: New York.

Although the book is strictly color, his program dwelt on BR&P's history, whereby much of this material is preserved in black-and-white format. Consequently, his program whetted your appetite to purchase his book, which was on sale and autographed, to view its more recent history as B&O, C&O, and G&W properties in color.

(Continued on Pg. 7)

## Track Car Operators

by Harold Russell

Weekend scheduling is the responsibility of Harold Russell, telephone 427-9159 or E-mail to: haroldrussell@juno.com. Check your calendars now and see which dates you can operate. You will be contacted by him using E-mail or US mail. You can reply by telephone or return E-mail if you like.

Dave Soble does the weekday scheduling. He will contact the operators who are available weekdays by telephone.

This year we will schedule three operators for weekend operation. Two operators will be assigned to a specific track car each. We would like three operators on Diesel Days.

The third operator will serve two very important functions. First he (she) will serve as a 'maitre d'hotel' so to speak. He (she) will welcome the riders, give them a little

history of the museums, tell them what to expect on their trip and most importantly assist them in boarding and unboarding in a safe manner. He (she) can also have the responsibility of punching the tickets.

Secondly, the Third Operator will relieve the other track car operators. To assure fairness, the Third Operator is expected to operate each track car third of the available time. When this occurs, the relieved operator will assume the maitre d' responsibilities.

All weekend operators should arrive at NYMT by **10:00 AM**. This will allow you to thoroughly inspect the track car, make any switching moves, and make a safety run to Industry before the first revenue run at 11:30 AM. In some cases the first revenue run may be at 11:00 AM. When this occurs you will be advised to start one-half hour earlier than usual.

*Have a fun day and remember that safety is your prime responsibility.*

## Membership Report

Janet Dittmer, Chairperson

Welcome to this new member:

**Nick Wilson**  
2584 Roosevelt Highway  
Hamlin, NY 14464  
964-3378; nick@tamr.org

Changes to Roster:

Late renewal:

Mike Smith  
49 Juniper St., Rochester, NY 14610  
309-0158; Conrail71@yahoo.com

Phone number change:

Bill Blaesi's new number is: 342-6339.

E-mail change:

Dick Gillard: gitch@stnyh.rr.com

**Membership Contact:**

Janet Dittmer, Membership Chair  
983 N. Winton Rd.  
Rochester, NY 14609-6824  
<daveluca@frontiernet.net>

## Track Car Operator's Schedule (thorough Aug. 8)

(All Sunday dates, except where noted)

Date	TC-3	TC-1	Third Operator
June 13	Ira Cohen	Gary Dettman	Tom Webster
June 20 Hasselwander	Ryan Kane	Bob Achilles	John
June 27	Gale Smith	Greg Harris	Otto Vondrack
July 4	Harold Russell	Joe Letwin	
July 11	Ed Van Horne	Gale Smith	Ryan Kane
July 17 *	Harold Russell	Gale Smith	
July 18	Bob Achilles	Phil McCabe	Steve Huse
July 25	Joe Werner	Mike Roque'	Jessie Stallone
August 1	Harold Russell	Greg Harris	Phil McCabe
August 8	Bob Mader		

\* A Saturday PM date to accommodate visiting Utica & Mohawk Chapter visitor.

We need a Third Operator for the July 4<sup>th</sup> Model Engine Event. Please check your calendars and e-mail or phone Harold Russell at 427-9159 if you can help.

Also, I have opportunities open of August 8, 15 and 29. I think you might want to grab these

## Depot Guides Schedule

June 6: Tony Schalk  
June 13: Bill Benzing  
June 20: Gale Smith, Lynn Heintz  
June 27: Ira Cohen  
Guides are urgently needed for all Sun-

## 2004 Special Events

**June 20 (Sun.)** "Gandy Dancer Day" \*  
**July 4 (Sun.)** - Model Engine Event \*  
**July 18 (Sun.)** - "Worlds in Miniature" \*  
**August 21-22 (Sat. and Sun.)** - "Diesel Days"  
**October 10** - RIT Day  
\*Demonstrations/displays at New York Museum of Transportation.

## Upcoming Anniversaries

by Rand Warner

75<sup>th</sup> Anniversaries of Abandonment of Rochester area Interurban Lines:

- ? **Rochester & Sodus Bay: July 28, 2004** [1]
- ? Rochester & Eastern: July 30, 2005 [2]
- ? Rochester Lockport & Buffalo: April 30, 2006
- ? Rochester & Syracuse: June 28, 2006
- ? 50<sup>th</sup> 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!!

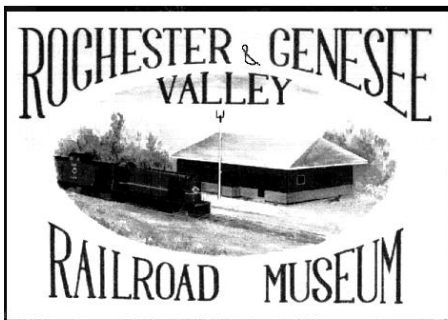
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[1] Last month, Sheldon King presented a very informative program on the Rochester & Sodus Bay line for that line's recognition.

[2] Charlie Lowe, of NYMT, is working on a book on the Rochester and Eastern. If he can complete it in 2005, it would be a most fitting recognition.

## Contributors to this issue

Janet Dittmer, Dale Hartnett, Chris Hauf, Ted Jackson, Kevin Klees, Dave Luca, Dave Peet, John Redden, Harold Russell, Jeremy Tuke, Rand Warner.



## 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

### Young Railfan News:

We have a new Young Railfan, Kevin Miller, who will join our group in June. Kevin may be a familiar face to many. He's Harold Russell's grandson and has been to our facility many times. Welcome, Kevin!

We'll also be losing one of our new Young Railfans. Aaron Wallach's family is moving to New Jersey this month so that the family can be closer to dad Noar Wallach's work in New York. Best of luck, Aaron!

#### Young Railfan dates:

Saturday, July 24

Saturday, July 31

### It's road trip time again! - July 4th

On Sunday, July 4 (sorry for the date), we'll be attending the annual Barkpeeler's Convention at the Pennsylvania Lumber Museum near Galeton, PA. We'll leave from Industry at 7 AM sharp and expect to return by 6 PM.

You'll see a working line shaft-driven steam sawmill, a Shay locomotive, a Barnhart log loader, demonstrations of woodsmen's skills and numerous other exhibits.

Plan to pay for grounds admission (about \$6) and lunch. We'll share gas expense. Contact Dale Hartnett (dhartnet@foxrochester.com or 585/243-

### Planning for "Diesel Days"

*by Dale Hartnett*

It's not too early to be thinking of Diesel Days, Saturday and Sunday, August 21 and 22.

Last year we handled nearly 1,200 visitors during Diesel Days—our second highest attendance of all time! This year, we're expanding our hours. We'll be open from 10 AM to 6 PM both days. Block out your calendar now to help with this fun event.

More details to come as we get closer!

### Excursion Car Fleet Work

*by Dave Luca*

This is to inform the Chapter Volunteers about our plans for the season with the Chapter's Passenger Cars in Webster. Although Wednesdays from noon until 9:00 pm and most Saturdays from 9:00 am till ? are the scheduled work days, anyone wishing to become more involved with the restoration and maintenance of the cars and find that other days and/or times would be better, should contact Dave Luca at 288-0318 to set things up.

This year we would like to finish the work we started on the diaphragms and emergency windows, replace several if not all of the cloudy plastic windows on the cars, replace several rusted out interior panels, do some interior painting and begin the installation of electric baseboard heat. In addition, we would like to set up one of the cars as an all adult car which could involve relocating and/or removing some of the seating. If this sounds to you like a lot of work, you would be correct. It also means that the four or five members that show up regularly need your help!

Anyone wishing to work off session will need to have a Chapter Preservation Key to gain access to the cars and the tools. If you do not have this key you need to contact Jeremy Tuke, the keeper of the Chapter Keys.

One final note. It would be great to have someone working on the cars at various times and days throughout the year and not just on Wednesdays. Over the last two years, the cars have been spray painted twice and broken into once and an attempted break in at least once. The more we are out in Webster with the cars at different times in the day and different days of the week, we

### RL&B Waiting Room moved

The Rochester Lockport & Buffalo inter-urban waiting room has been moved from in front of the *Pine Falls* to the south side of Route 251. This move allows the installation of the bumper to Track 3. Later the building will be moved to the parking lot near the NYC crossing shanty.

### Motive Power Update

*by John Redden*

#### Gasoline Locomotives

Our TrackMobile number Two was successfully fired-up for the first time this year, and moved out of the yard under its own power (on rubber tires), in order to make more room in Industry Yard.

#### Plymouth Locomotive Status

Progress continues on our 6 ton Plymouth Model BL locomotive. Recently the sandboxes and valves were reassembled and tested. This involved the fabrication of 34 parts to replace the originals that were corroded well past the point of being usable. These parts included: shafts, pins, bushings, linkage rods, tubes, brackets, and stainless steel wear plates. When the locomotive was abandoned, several of the sandbox covers were left lying on the ground. This allowed decades of rainwater to enter the sandboxes and corrode the valve mechanisms. Most of the original bolts for the assembly where so badly corroded that they had to be removed with a cutting torch. A total of 18 helicoil thread inserts where need to bring everything back to a fully functional state. One sandbox was filled with fresh sand and tested, the sand flowed freely, and the valve operated smoothly. Now the Plymouth will be ready for any type of rail: dry, wet, or even icy.

#### Steam Locomotives

The steam team met on May 1 to update the plan of work on the steam locomotives. Members present were Ron Amberger, Kevin Klees, and John Redden. The immediate task on the Heisler is to separate the piston rods from the crossheads on both cylinders. this is necessary to inspect the rear most parts of the cylinders and the piston rings. Last summer Ron Amberger had made a tool at RIT for this, but it proved to be insufficient for the task. Ron and Kevin put their heads together and came up with a new tool using a hydraulic jack to develop the force to separate the parts. The parts are difficult to separate because they are assembled with a tapered fit using a press and probably heat also. The preliminary attempt at using the tool ended with more frustration because

*(Continued on Page 4)*

## Motive Power *(Continued from Page*

even with a 12-ton jack aided with some heat and blows from a 10-pound hammer did not budge the rod. A better heating torch will be obtained and a renewed attempt made at this.

Another job slated for this summer is the scraping, priming and repainting of the water tank for the Vulcan loco. The tank now resided in the construction equipment yard. If someone would like to volunteer for this job, the help would be appreciated. The tank also could use an internal clean out to remove accumulated scale.

Plans were made to re-assemble the electric generator from the fireless. Parts of this were documented by technology students at RIT under Ron Amberger last year. Material will be purchased to machine new carbon ring steam seals for the turbine rotor. Frayed wire will be replaced and the generator painted and re-assembled.

The steam team meets on the first Saturday of each month to update and review the plan of work on the two steam locomotives.

### Diesel Locomotives

We have started the process of re-awakening the larger locomotives for Summer service. The Fairbanks-Morse 1843 was prepared by Norm Shaddick, James Johnson, and John Redden. This work included a thorough check-out of electrical components, pre-lubrication of the prime mover, and re-installation of brake components that had been sent to a contract brake repair shop for cleaning and testing. Once it was started and checked out, we had an impromptu engine-test/engineer training session, with a number of volunteers getting some throttle time on this unit. Next up will be the EK-9.

Chris Hauf has ordered, and arranged for the delivery of, eight new batteries for the EK-6. He met the delivery truck, and helped to load the old batteries for recycling. Inspection of the battery box showed moderate corrosion damage from years of sulfuric acid exposure. Chris took on the job of thoroughly cleaning out the battery box, priming, and painting it. Jim Johnson has offered to re-work the main battery cables and lugs, so that they are a better match for the new batteries. Once they are re-installed, EK-6 should be back in service very shortly thereafter.

Our 45-ton loco number 1941 has had some cosmetic work done to the control stand, with old paint and dirt stripped off, and new primer and paint applied. Several years ago, the main gauge panel had been restored by Neil Bellenger, and has now been

re-installed in the stand. 1941 was used for a switching move this month, in order to move the MDT refrigerator car north on Track 3. This is the first time in several years that the 1941 has been used to move something, and will assist us in completing the complex arrangements to set up Industry Yard for this Summer and beyond.

Engine 1654's hand brake was not holding properly, so Norm Shaddick and John Redden diagnosed the problem. Adjustments have been made, and the brake should do a much better job of securing the locomotive now.

Thanks to Ron Amberger and Kevin Klees for input to this article.

## Machine Shop News

*by Kevin Klees*

Recently Jim Johnson and Kevin Klees began wiring the Metal Lathe. Hopefully the lathe will be operational before the next issue of *The Semaphore*. A safety cable stop switch is being applied to this unit. This will allow the operator to stop the lathe from anywhere along its ten foot bed. Since it was manufactured about 80 years before OSHA came into being, we will need to add a few guards to make it safe.

If you are interested in using this machine to make parts for your projects, please contact Kevin Klees.

## What a Great Impact

*by Rand Warner*

In one swell swoop, NYMT has achieved a huge step forward by building a two-track enclosed trolley barn!

- ? Ambience of trolley theme building
- ? Gets ALL trolley equipment under cover
- ? Covered platforms will last longer
- ? Logical departure & arrival point
- ? A real station becomes a real destination
- ? Spin off benefits to track car operations.

*Nice job there guys!!*

## Wet Weather Woes

WWW has hampered efforts to move dirt at the Restoration Building site. Our crew is ready to go as soon as things dry out and forecast is favorable.

WWW invaded the Depot basement—twice in four days. Thanks to Charlie Harshbarger and Bill Chapin for cleaning out the basement after the most recent flood.

## Information Wanted

*by Rand Warner*

Information, anecdotes, history, events, and employees/personnel concerning the Ho-jack Swing Bridge at Charlotte. The BRIDGE PROJECT, coordinated by Richard Margolis, wants to publish a complete history of the bridge for its Centennial in 2005. Please contact him at (585) 473-0070.

## Landscape Department

*by Rand Warner*

Dave Luca and Janet Dittmer have been busy mowing the right-of-way and planting more flowers for all our visitors to enjoy when they come.

Bob Mader has mowed the grass on the west side of LA&L.

Bill Chapin & Co. have mowed the grass on both sides of NYS Route 251.

Our Landscape Department now owns a

- Farmall tractor with Woods mower
- International Cub Cadet tractor/mower
- John Deere Tractor/mower
- Walk behind weed wackers (2)
- Hand held weed wackers (2)
- Gas powered chain saws (2)

What we need now is a good walk behind push rotary mower for trim work, and a gas powered hedge clipper for bushes.

## Rail Industry Statistics

*by Rand Warner*

From the May 2004 issue of "Progressive Railroading" we have extracted the following information:

### Total Class I Railroad Locomotives:

20,776 in service in 2003.

Aggregate horsepower: 70,900,00 hp.

This is an increase of about 1200 locomotives since 1988.

### Freight Cars on US and Canadian Railroads:

32,184 purchased new in 2003.

approximately 10% to Class I's

approximately 90% to car fleets.

### Freight cars in Use for US & Canadian Railroads:

630,125 belonging to the railroads

837,862 belonging to car fleets.

### Commuter Railcars:

5381, average age 21.8 years.

### Heavy Rail Transit Railcars:

10,881; average age: 20.0 years.

### Light Rail Transit Railcars:

1,598; average age: 18.7 years.

## Library Report

*Charles Robinson, Chairman*

**The library will be opened Monday night June 21 between 7:30 and 9:30 PM for general use.**

Our famous tape collection is expanding so come on out to take a virtual ride on your favorite rail line. It is exciting!

We have had some nice donations to the library shelves since my last report of two months ago. Jack Matsik has donated a box of rail odds and ends.

By far the biggest donation that the library has ever had is that from the Richard Barrett estate that has been generously donated by his wife Nancy Barrett to the Rochester Chapter of the NRHS. It is fitting reminder of Dick's outstanding service to the Chapter and to his absolute dedication to railroad history. May all of us his treat this donation with care and respect.

Jerry Gillette is carefully inventorying the twenty or so boxes of the collection and adding the gift to our rail periodical collection. It is a slow process that Jerry is carrying out.

Gale Smith has started cataloging and assigning spine identification to the books. The intent is to keep them in a separate section of their own. Dick's books are in excellent condition and will be available to the members after Gale completes his task.

Our President, Jeremy Tuke, suggests that the portions of Dick's donation that pertain to New England railroads be given to a New England railfan group. Such material in large quantities lie outside our main interest in New York and adjoining states. Jerry and I are separating out such New England material in preparation to give it to a New England group.

Unfortunately the rain leakage around the skylight is increasing. Nothing should be left on the round table in the copy room that is under this leak. Another attempt will be made to seal the roof in that area as soon as the rains stop. This reminds me of the Seashore Trolley Museum library in Maine whose roof was neglected. It developed a leak over a complete collection of Electric Railway Journals that were damaged by the water. Such a complete collection is rare and worth thousands of dollars in good condition. We should also protect our fine collection of books that, for the moment, are not in danger.

**Hopefully all will come out Monday evening June 21 to see all the additions to our collection.**

Sincerely, Charles Robinson

## Track & Right-of-way

*by Rand Warner*

### PROGRESS:

Bad ties were replaced in the Hill Block, north of Switch 6, and south of the Loop Switch by Randy Bogucki, Tony Mittiga, Duncan Richards, Mark Pappalardo, with assistance from many others.

John Redden has coordinated longitudinal rail position for rails on the hill north of the Depot, with help from RIT personnel and others.

Gage rods have been installed in weak track areas by Rand Warner & Co.

Spring season track inspection has been completed by Rand Warner, Randy Bogucki and Dave Luca, and the results have been published to R&GVRM and NYMT.

The bumper for Siding 3 is being installed with help from Dave Luca, Bob Mader, Rand Warner, John Redden, Dale Hartnett, Young Railfans, RIT Gang and others.

Dave Luca & Co. have continued work on drainage, ditching and culverts for both the track and the right-of-way.

### PLANS:

Replace ties in identified weak track areas, thus releasing gage rods.

Investigate acquisition of several area resources for ties, rail and switches.

Investigate contracting for weekend use of tie inserter with operator.

Add ballast to identified shoulder areas on outside rail at curves.

Stage all parts for Switches #7 and #8 at R&GVRM Restoration Building.

Stage all parts for Trolley Barn Switch lead at NYMT Trolley Barn.

Complete installation of bumper at end of Siding #3 at Depot.

Investigate tie structure under BOCES Crossing planks and Giles Crossing planks.

## Thanks to ...

**Rand Warner** for donation of set of four jackscrews, safety chains for diesel air compressor, abrasive wheels for cutoff saw, hasp set for NKP #79, dozen wood whistles, porcelain sign for REA truck, two foot valves for drains, carbon scrapers, ring compressor.

**Dick Bean** for rehab work on our International Cub Cadet Tractor/mower.

**Bob Mader** for starting rehab work on

## Track Department

*by Rand Warner*

We are pleased to announce some good news for our trackwork organization.

Effective June 1, Randy Bogucki will become full time Track Superintendent, taking over from Rand Warner, acting. Our Museum Management and volunteers wish Randy the very best in this critical responsibility. He has already demonstrated great commitment and dedication to trackwork over the past several years. Rand Warner will help with the transition over the next several months.

We are also pleased to announce that effective on June 1, Tony Mittiga will take over as Section Foreman for the NYMT yard trackage section, replacing Randy.

All other Track Section Foremen will remain in position as assigned:

John Redden – Depot yard north through Switch #6.

Jeremy Tuke – Upper yard at Restoration Building to Switch #6.

Rand Warner – Switch #6 to Reid's Crossing.

Dave Luca – Reid's Crossing north through S-curves to Loop Switch.

Dale Hartnett – Loop Switch through NYMT Barn Lead Switch.

Mark Pappalardo – NYMT Barn lead Switch south to NYMT Loop Switch.

Tony Mittiga – NYMT Barn tracks and loading tracks yard.

## Wanted

*by Rand Warner*

- Ballast hopper car 50-70 ton
- Ballast regulator, gas or diesel
- Tie inserter/remover, gas or diesel
- Wheel chocks for trucks & heavy equipment
- Wheel chocks & rail skates for railroad equipment
- Gage rods, single or double end
- Relay ties and switch timbers
- Railroad ballast, clean, #3A

## Pressure Treated Wood Needed

The Young Railfans are building two track car passenger platforms to be located near Giles Crossing. These are needed for our Diesel Days event.

If any of you have any surplus 2x4's, 2x6's, 2x8's or larger by 8 feet or longer or PT wood sheeting, minimum 1/2" thick, please notify Dale Hartnett, 243-0139, or Harold Russell, 427-9159.

## DAY TRIPS - 1939

by Ted Jackson

By "Day Trips", I mean some combination of train trips that can be accomplished in a single day. For example in May, 1963, the late Bill Voglesong and I took a Canadian Pacific mixed train from Guelph, Ont. to Goderich, Ont. Next, we took the Canadian National local from Goderich to Stratford and finally the CN again from Stratford back to Guelph. Add to this a round trip by car from Rochester to Guelph and return (part of it in the snow - in May yet!). That made for a long day but if you could still do that today, you wouldn't think twice.

You can still do that in certain parts of the country but it is tough around here. All we have is AMTRAK east and west and, pretty much, the trains are all eastbound in the morning and westbound in the afternoon. Theoretically, you could go east a ways and return but your options are quite limited unless you want to take the Lakeshore Limited both ways.

I did my first day trips in 1939 but they were much different. First off, I was 14 years old so my only auxiliary transportation was a bicycle unless I or one of my friends could cajole our parents into taking us somewhere. Then there was a matter of cost. Most railroads charged two cents a mile (The B&O was a cent and a half!) for coach fare but if your weekly allowance was measured in cents rather than dollars you had to plan ahead. Nevertheless, I did take a few trips. I am glad I did because the memories of them are still with me. A couple come to mind.

### NEW YORK CENTRAL - AUBURN BRANCH

In 1939 I lived in Pittsford, New York. I was close enough to the West Shore that I could read the engine numbers (something I couldn't do now!) and I was only about a half a mile from the Auburn line depot. Eastbound Train #4 left Pittsford at 6:47am. It would whistle for the crossing at Mitchell Road and this would usually be the first thing I would hear in the morning. It would signal to me that people were up and more importantly, they were traveling somewhere. I wanted to ride that train! It turns out I could.

I could take #4 to Canandaigua and return on #1. Having figured this out, one Saturday morning I arose bright and early, walked up to the depot, purchased my ticket and boarded the train. Train #4 was pulled by a K-3 class 4-6-2, standard equipment for Auburn Road passenger trains, and had a consist of a coach, baggage car and mail car. This was in the winter and it was snowing.

One of the nice things about train travel was that you were inside a steam-heated car and didn't have to worry about road conditions.

After stops at Fishers and Victor, we arrived in Canandaigua at 7:21am. #4 went on to Syracuse. The connecting Pennsylvania train left for Harrisburg at 7:30am behind a 4-6-2. About the same time, another Pennsy train arrived from Harrisburg behind a

4-4-2, its consist including a sleeper which originated in Washington, DC. The 4-4-2 must have bucked some drifts because the front of it had a lot of snow packed into it.

The connecting train to Rochester was Train #1. In addition to three Rochester-Syracuse trains in each direction, #1 was an odd-ball which ran only between Canandaigua and Rochester. There was no eastbound counterpart. (The engine deadheaded out to Canandaigua sometime in the early hours of the morning.) The reason for this train was to service this Pennsy connection. Auburn Train #3 would not arrive in Canandaigua until later in the morning which would be quite a wait for the Pennsy passengers, in particular, those in the Washington sleeper. At least that is the way the NYC Passenger Department apparently felt, hence Train #1. I think Train #1 had a coach and baggage car in addition to the sleeper. The other thing that made #1 unique was that it was hauled by a Class F-12 4-6-0, an engine class more at home on the Hojock or Peanut branches. Because this was considered an important train and did not carry mail; Mertensia, Victor, Fishers and Pittsford were all flag stops. This meant that arrival in Pittsford was a conditional stop - giving a 14-year old a certain feeling of importance. I had been out of Pittsford for about an hour and a half and my out-of-pocket expense was \$1.08. What a way to start the day!

By the time I repeated this excursion a year later, the Auburn Line had come on hard times. Trains 5 and 12 had been cut back to running between Geneva and Syracuse and Train #1 had been dropped. The connection at Canandaigua had been adjusted so that Auburn Train #3 (which already carried a sleeper from New York City) would now pick up the Washington sleeper as well. To pacify the Washington passengers somewhat, #3 was now non-stop between Canandaigua and Rochester (running time was 42 minutes). Mail pick-up equipment was installed at Victor, Fishers and Pittsford and the mail car equipped with hook so this could be done. This time I ended up in Rochester where I did some errands before taking a BUS(!) back to Pittsford.

### ERIE - ROCHESTER DIVISION

What got me reminiscing about these trips was the recent death of Walter Dixon, former radio announcer, local pianist and the gentleman who narrated the video about the Rochester Subway. Walter and I were neighbors when we were growing up. We made numerous trips on our bikes out to Waynesport to view trains from the Lyndon Road bridge and we took a number of these local train trips together.

I spent much of my summers at my grandparent's farm in Conesus, NY and by 1939, I was also taking little excursions on the Corning branch of the Erie. This particular summer, I was to stay with Walter in Pittsford for a few days and then he would visit me a Conesus. We proposed to our respective parents that we could save one or the other of them a round trip between Pittsford and Conesus by letting us ride the train. They agreed which also meant our train fare was paid for.

We started out this trip on Auburn Train #3 from Pittsford to Rochester. This gave us a little time in Rochester, part of which we spent at a White Tower (remember those five-cent hamburgers?) on Exchange Street. Then on to the Erie Depot. This depot was on Court Street across from what is now the War Memorial and until the spring of 1939 had hosted six commuter trains in each direction in addition to the Corning train. The Corning train, at that time, was steam-hauled though in various years, before and after, it was assigned a 5000-series gas-electric. The commuter trains, vestiges of the old electric service, were handled by 4000-series gas-electrics.

However, the Erie was in receivership and a lot of operations were being pruned. The Rochester commuter service was cut to three trains each way. (A year later, the Mt. Morris branch was abandoned and the following year, all passenger service into Rochester was discontinued. The Rochester Division's only passenger service after that would be a train each way between Avon and Corning.) This reduction in service meant that only three 4000-series doodlebugs were required and they had some time on their hands during the day. This resulted in the Corning train being broken into two segments. Between Avon and Corning, it would be steam-hauled with a consist of a coach and a combination baggage and mail car. The southbound train was actually a milk train and would also have a fair number of milk cars by the time it got to Corning. Those would be turned over to Train #8 for Jersey City. Between Avon and Rochester.

(Continued on Page 7)

## Day Trips ... *(Continued from Page 6)*

the baggage-mail car would be hauled by one of the idle doodlebugs requiring the passengers to change in Avon. (This also resulted in the Corning crew only working to Avon. One of the doodlebug crews handled the rest of it.)

On this particular day, we boarded this train, #468, in Rochester. The trip to Avon was punctual but not exciting. Whatever acceleration potential the 4000-series doodlebugs might have had was seriously diminished with the heavy baggage-mail car hooked on behind. However, it did maintain the schedule with its single stop at what is now our museum in Industry. At Avon the train was reassembled. The gas-electric was replaced with a K-1 4-6-2, #2532. A coach was added along with the first of many milk cars, this one from Lakeville which had just been brought in on the Lakeville turn.

We climbed aboard the coach and we were off. This was more exciting. After stops at South Lima and Livonia we were off to Conesus. This stretch was a little over seven miles with an intermediate flag stop in South Livonia. This stop was rarely required which gave the engineers their best chance all the way to Corning to open it up. And they did. The speed limit for the line was 50 miles per hour but by the time we passed through South Livonia, we were already doing 60 and picked up a little after that. A great way to end the trip.

A few days later, we cajoled my mother into letting us ride #468 from Conesus down to Cohocton where she would pick us up. (This little adventure would cost each of us about 45 cents.) Unfortunately for her, our first milk stop, Webster's Crossing, consumed about three quarters of an hour, much to the Conductor's disgust because this was the second time in a week the milk plant hadn't loaded their two milk cars on time. With stops at Springwater, Wayland and Atlanta there wasn't any opportunity to make up any time. Result was that my mother had to wait all that time for us in Cohocton on a day which was exceedingly warm. However, we were rewarded with another memory which we could recount.

My only regret about these day trips was that I did not take more of them. If I had known how quickly these opportunities would pass from the scene I would have certainly made the effort. And so it is today. If there is an opportunity, go for it!

## Banquet *(Continued from Page 1)*

We are fortunate to have this young devotee of railroad history (he graduated from Niagara University in 1999) and so devoted that he works for Northern Shore Railroad companies in Pennsylvania.



A thoroughly enjoyable and informative evening!

*Below: Rand Warner, left, confers with Mike Zollitsch, our Banquet guest speaker, and Jeremy Tuke, Chapter President.*

*(Chris Hauf digital photo)*

## Local Model Railroaders to visit and ride at June Meeting

The area's Model Railroad clubs have been invited to our Industry depot summer meetings.

On June 17<sup>th</sup>, the Rochester Model Railroad Club and the Genesee Society of Model Engineers will visit us and ride the equipment. The Rochester MRC will bring its 3 ft. x 8 ft. portable layout. The Genesee group will also bring a small display.

The Rochester Club's HO layout features beautiful distinctive scenery and is based on Lehigh Valley RR operations in this vicinity. It is located in the basement of the First Universalist Church in Rochester. Meeting nights are Mondays. The club has about forty members, many of which also belong to NRHS.

The Genesee Society Model Engineers layout is located on the second floor of a bank in Oakfield, NY. They feature HO and O gauge layouts. This is also the group that sponsors the famous Train Shows in Batavia twice a year. This club has about 30 members.

As a special event, the track cars will also be operating out of NYMT meeting the diesels half way, much the same as Diesel Days.

The remaining clubs in the area will be attending our July and August meetings.

## Would you Believe It!

*by Rand Warner*

Did you know that in the heart of downtown Cuylerville there was not one, but TWO railroads!

Most of you know that the Pennsylvania RR passed from Rochester, south through the hamlet of Cuylerville, to Pennsylvania.

But how many of you know that the Halite and Northern RR, from the salt mine at Retsof, to the salt mine at Cuylerville (yes, Cuylerville) also served that village, until the 1930s or so?

The Halite and Northern RR connected to the Pennsy just north of the main drag through Cuylerville, near the Cuylerville salt line.

Think of it—a union station for two railroads—serving Cuylerville!

You can still find traces of both right-of-ways and the salt mine.

### Shows/etc.:

**June 11, 12, 13: Adirondack Railroad Railfan's Weekend.** Consult: [www.adirondackrr.com](http://www.adirondackrr.com).

**June 25, 26, 27: Finger Lakes Live Steamers Open House.** 302 Clyde-Marengo Rd (5 miles north of NYS Rte 318). Website: [www.fingerlakeslivesteamers.org](http://www.fingerlakeslivesteamers.org).

**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](http://www.northstar2004.com).

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Chapter Meeting & Program:  
**Riding our Railroad!**  
 YOU  
**Thursday, June 16, 2004**  
**6 PM to ??**  
**Industry R&GV Depot**  
**NYS Route 251**

**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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**Pouring the Restoration Facility Floor!**

The Restoration Building is up and running! Now we need to provide it with a concrete floor. We raised the dust to finish the space. Now we've faced with dust all over the place. One hundred dollars will buy a batch of concrete. The estimate for the floor is \$25,000; we'll need 250 batches (!). Help "cement" together a great project. Maybe we'll even let you write your name and date in a slab! [Don Shilling] (Each block indicates \$1,000)


**InterNet (World Wide Web) address:**  
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