



The Semaphore

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

April 2006
Volume 48, No. 8

Program for Apr. 20:

South Buffalo Railway

by Stephen M. Koenig

Mr. Koenig has written a book on this road's history entitled: "South Buffalo Railway". The road was constructed to serve the new Lackawanna Steel plant in 1903; and later its successor, Bethlehem Steel. With demise of the steel production in 1983, it continued to serve coke plants and other industries. In 2001, Genesee and Wyoming Industries purchased the railroad.

His talk will be illustrated and we will see both steam and diesel operations.

Future Programs

May 18: *RR Museums at Elkart & Cumberland*, by Irene Szabo.

ALSO Elections .

June 11: *Annual Banquet*, Newport House

June 15, July 20 and August 17: All meetings and activities are at the Industry location.

Sept. 21: *Nickel Plate Diesels*, by Bill Quick

Oct. 16: *Photos of the LV and EL*, by Ken Kramer

Nov. 16: *American Orient Express Ltd*, byk Bob Achilles

Dec. 21: *Depots in New York State*, by John Stewart and Charles Woolever

Chapter Library

11 May Street, Webster (by OMID Tracks)

NOTE: We're back to Summer hours!!

Hours: 7:00 to 9:00 PM

Monday, April 24, 2006

Library Phone: 872-4641

The restoration of the Plymouth "critter" advances!



The Plymouth "Critter" gets its rebuilt power plant re-installed. Too bad this photo is not in color: a black engine resting in a bright yellow chassis! The "disk" on the end will soon mate with a wheel that moves back and forth on a shaft which is connected to the wheels. The transversal movement of this wheel will control both speed and direction of the "critter"

Additional information Page 3 under Motive Power Report. [Photo by John Redden]

Candidates for May Election

John Stewart, Nominating Com. Chair

President: Jeremy Tuke

Vice President: Bob Achilles

Treasurer: Don Wawrzyniak

Recording Secretary: Dave Peet

Corresponding Secretary: Chris Hauf

National Director: Bob Miner

Trustees:

Mike Roque'

Mike Dow

Dave Luca

Harold Russell

Chapter's Pennsy hopper model now available!

by Lynn Heintz

As of April 9, the Chapter will have available a custom decorated HO-scale Bowser hopper car. It is an H21g Pennsylvania 4-bay hopper that is lettered as our car was when it came from the rebuild program shop in the early 1960s.

The model sells for \$15 and that includes tax. This fund-raiser will raise money that will be used to repaint the car. The models will be available starting at the Batavia train show and at all Chapter Store dates.

[Ed. This project was undertaken by Lynn Heintz.]

====\$13,600>

Capital Fund Drive Campaign

\$72,000!

#####

Track Car Training Schedule for 2006 (Updated: 4/6/2006)

All training is at NYMT, 6393 East River Road

Date	Type	Operators	Time
22-Apr	Classroom	Experienced and New	9-10 AM
	Hands-on	Experienced A>H*	9-12 AM
	Hands-on	Experienced I>M*	1-4 PM
29-Apr	Hands-on	Experienced N>S*	9-12 AM
	Hands-on	Experienced T>Z*	1-4 PM
6-May	Hands-on	New	by appointment
7-May	Classroom	Experienced and New	9-10 AM
	Hands-on, make-up	Experienced, A>Z*	9-12 AM
13-May	Hands-on	New	by appointment
20-May	Hands-on, make-up	New	by appointment

* Initial refers to the first letter of the student's last name.

Depot Guides

by Dave Peet

Once again we will need volunteers to work as Depot Guides at Industry.

Sundays: May 21 thru October 29

Saturdays: July 15 thru August 19

Weekdays: for group tours

If you are available to help with this, please contact Dave Peet to get on the schedule! Call me at 586-8964 days or evenings, OR email to davepeet97@frontier.net.net.

We will have a voluntary training session Sat. May 20 at 10 AM and Sun. May 21 at 10 AM at Industry.

Additional session will be scheduled if needed!

Thank you to all the members who worked on this last year — I hope we can count on you in 2006!

2006 Special Events

May 21 (Sun.): Joint Operation Opening Weekend

June 18 (Sun.): "Caboose Day"

July 15 - Aug 20 Saturday hours; The museums are open both Saturday and Sunday from 11 AM - 5 PM.

July 15-16 (Sat & Sun): Trolley Rides begin; "Rochester Subway Anniversary Celebration"

August 19-20 (Sat. & Sun.): "Diesel Days"

Oct 29 (Sun.): Last day of Joint Operations. Track car rides end. R&GV RR Museum closes for the season. NYMT museum remains open from November through April at reduced admission rate.

Bon Voyage - Randy

by Rand Warner

Bon Voyage to Randy Bogucki, our hardworking, multi-talented and very congenial Track Superintendent. Randy has moved to a new job in the State of New Hampshire.

Under Randy's watchful eyes, many MANY new ties and switch timbers were installed, new and relay ties and switch timbers were procured, specialized track maintenance-of-way equipment was designed, built and put into operation, new volunteers were recruited and organized, and many emergencies were quickly and competently responded to. Under Randy's vigilance, several broken joint bars were detected and replaced, and other track and switch hardware issues were identified and resolved.

We all wish Randy the very best in his new position, and we really appreciate all his great work for R&GVRR and NYMT - wearing all his many hats.

We will really look forward to seeing you

Museum Education Assistant Desired

A volunteer position for a self-starter to develop co-curricular educational materials for school groups and youth groups visiting Rochester & Genesee Valley Railroad Museum. Ideal for a retired history or science teacher. Need not be a railfan but must be interested in helping young people understand the world around them. Contact one of the Mangers on Page 3.

With the opening of the two museums, it would promote the Chapter's purpose.

Membership Report

Jessica Stallone, Membership Chair
585-350-9306; membership@rochnrhs.org

Three members have been voted in during recent Chapter Meetings:

Samuel J. Swisher

1020 Garson Ave.
Rochester, NY 14609
585-201-0050

Sam, a CSX conductor in Rochester, has been volunteering at both the NYMT and the R&GVRR for several years. He has helped out with countless projects and continues to be a very active volunteer. Sam is interested in every aspect of the organization.

Luther Brefo

1971 Nathaniel Rochester Hall
Rochester, NY 14623
646-241-5294

Luther, an RIT student and member of the RIT Model Railroad Club, has been coming to the chapter meetings for several months now. He has volunteered at the R&GVRR during the last few months. He is interested in every aspect of the organization.

William & Gail Carr

7670 Stone Hill Rd.
Lima, NY 14485
585-624-9034; conrailbill@alo.com

William is an avid modeler railroader and has a fantastic model of Selkirk yard, part of which he brought to the RIT Train Show recently. He is interested in Rolling stock restoration, Trips, Museum operation; and Track car operations. He is a computer specialist and also knowledgeable in model railroad electronics.

Welcome to these new members!

Address correction: Add Apt 4 to address for
David A. Falk

Chapter & National dues

Regular: \$42.00

Family member: \$11.00 (for two)

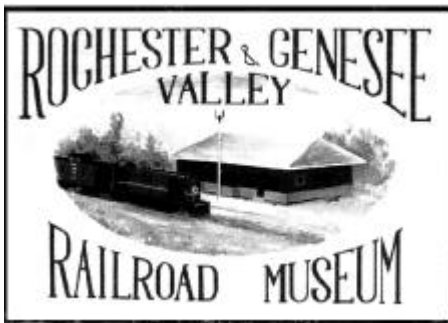
Each additional family member: \$4.00

Local member: \$20.00 (Primary membership in another Chapter)

Subscription to The Semaphore: \$12

Remember to Reserve Sunday, June 11!

This year's Chapter Banquet will be held on Sunday, June 11, 2006 at the Newport House (500 Newport Road, Rochester, NY), starting around 6 PM. There will be a cash bar, hors d'oeuvres, dinner and dessert. More details are to come.



Motive Power Report

by John Redden

General: Our Motive Power Volunteers had a very productive month. We have achieved a significant milestone that is the result of many hours of dedicated work.

Plymouth Gasoline Locomotive Our Plymouth had its fully-rebuilt Buda FRH gasoline engine re-installed this month. This work was completed after a great deal of restoration work, both on the locomotive and the engine itself.

All of the work on the axles and thrust bearings has been completed. Four new bronze thrust bearings have been installed, and the locomotive has been lowered back down onto its axles. New axle bearing retainers were fabricated and applied to the bottom of the frame beneath the axle bearing boxes. The effort to install new pedestal liners has resulted in the locomotive actually bouncing on the springs when a load was applied. A significant amount of rust on the old pedestal liners was binding the locomotive to the axle bearing boxes; more than we realized. The locomotive now rolls very freely and can be pushed by one person with little effort.

Two final drive chains between the axles and the center idler shaft have been installed. That leaves only the chain from the friction drive wheel to idler shaft to be installed as soon as the transmission work is complete. A chain oiler/washing system has been designed and will be installed after the cab frame is reattached to the frame.

The aforementioned milestone was accomplished on March 25 when the rebuilt Buda gasoline engine was reinstalled into the locomotive. Thanks to some excellent crane work by Art Mummery, the installation took only a few hours. The flexible joint between the engine and the large drive wheel was reconnected, and the engine secured in place.

Most of the locomotive frame has been cleaned and painted, and several large gouges in the castings behind the wheels were patched with epoxy. >>>>

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



The Buda FBH prime mover (on the right) awaits installation in the frame of the Plymouth model BL locomotive (on the left), while Art Mummery prepares to make the lift with the Austin Western crane (left background). [John Redden photo and

Work has continued on the engineer's seat. The frame has been completed, the work on the foam cushion and vinyl upholstery has been started. The cab floor has been designed, and many parts have been cut and fitted to the frame.

Also one of the two cab front walls with a safety glass window has been fabricated. These small windows will allow the operator to see in front of the locomotive without hanging out of the side of the cab.

Next steps include the completion of the seat and floor, and the fabrication of a steel frame that will go underneath the Buda engine in order to support and secure the new 10 gallon fuel tank and the 12 Volt battery. In the future this frame will also support air reservoirs.

Special thanks this month go to the following individuals who assisted in the installation of the Buda prime mover: Jim Cimino, Norm Shaddick, Art Mummery, Ron Amberger, Dave Peet, and Kevin Klees.

Diesels: Work has continued on the 1941 electrical cabinet. New bottom frame members have been formed and welded into place. A new side sheet for the cabinet was also fitted up. Special thanks to Charles Harshbarger for returning the empty Argon / Carbon Dioxide tank from our MIG welder, and replacing it with a freshly filled one. This allowed us to continue the work on the 1941. >>>>

Steam: Work has continued on the Vulcan 0-4-0T number 12. We removed the front pilot beam and associated hardware, the smoke box door and the old air reservoir, with assistance from Art Mummery on the Austin-Western crane. This will allow us to continue the cosmetic restoration of the 12 for display outdoors.

Thanks to: All of our Motive Power Volunteers, and also to Kevin Klees, Ron Amberger, and Norm Shaddick for their input to this article.



Ron Amberger, Dave Peet and Kevin Klees attach the Buda prime mover after it has been lowered in to the frame of the Plymouth. [John Redden photo & caption]

Museums and Customers

by Rand Warner

Our visitors are our customers for R&GVRM and NYMT. Without good customers – lots of them and happy ones, too – we cannot survive and prosper.

Therefore, we need to continue working to foster an atmosphere and ambiance that “delights” our visitor/customers.

We want to exceed our visitor's expectations, and for their visit to our museum's complex to become an “event”, a “happening”, and for us to become a real and true “destination”.

We want them to take away (and want to come back again too) a real sense of excitement, education, entertainment, interaction, and interpretation – as well as a sense of connection to rail theme transportation – past history, present progress, and future potential.

With all of us working together, we can get better and better at this approach.

Machine shop news:

by John Redden

Once again the machine shop has helped to restore part of the fleet. A special eccentric bushing was needed to adapt an available electric starter to the engine in Track Car #3. After Bob Mader formed a detailed pattern out of wood, a permanent aluminum bushing was fabricated in the Machine Shop. This effort allowed us to continue to use the current starter on the TC-3, and thereby saved a considerable sum of money for the Chapter. Thanks to Bob Mader for the work on the pattern, to Norm Shaddick for assisting Bob, and to Kevin Klees for machining the permanent piece from aluminum.

Bob and Norm report that the starter mounts very nicely to the engine now.

Track Motor Car TC-3

by Rand Warner

Bob Mader and Norm Shaddick have continued work on the flywheel ring gear and starter area, with assistance from Lynn Heintz and Rand Warner. Kevin Klees has machined an adjustable starter mounting bracket designed by Bob Mader. The starter is now functional and its alignment will be permanent.

Bob and Norm now have the transmission and clutch reinstalled and are ready to reinstall brake rigging.

Rand Warner has checked four wheel drive set ups for TC-1 and TC-2, has ordered four wheel drive parts for TC-3, and is laying out a four wheel drive system for TC-4.

TC-3 should be fully operational for testing and training sometime in April.

Returnable cans can help Steam Fund

Remember you can help turn returnable cans into cash for our steam fund by donating them to the Chapter **any time**. There is a receptacle in the Baggage Room at the Museum.

Trolley Electrification

by Rand Warner

Checkout of P&W #168 trolley at NYMT continues with air and electrical subsystems by Bob Miner, Jim Johnson, Dick Holbert, Mike Dow and Charles Harshbarger.

Cross strapping for running rail to start, using tooling and materials assembled by Jim Johnson and Dick Holbert.

Rail bonding of Track #1 into NYMT car barn is completed on outside rail by Rand Warner. Track #2 should be done by the time you read this.

R&GVRM bucket truck has been allocated to NYMT and training provided by Scott Gleason to Charlie Lowe and Bob Achilles.

New overhead wiring into NYMT car barn Track #1 installed by Charlie Lowe and Bob Achilles, using R&GVRM bucket truck. Overhead on Track #2 should be completed by the time you read this.

Live electrical checkout of Car #168 should start in April, leading to running tests, electrical power consumption tests, and crew training sessions in May.

Considerable progress has been made in setting up maintenance support areas and tooling and supplies for trolleys (and track cars).

Thanks to

Bill Chapin for returning endless bags of bottles and cans so we can use the deposit money for our STEAM FUND.

Charles Harshbarger for endless trips to bring in gasoline and kerosene and lubricants.

Jim Johnson for endless boxes of donuts and pizza orders and sandwich orders.

John Redden for endless trips with his trailer to pick up and/or deliver materials and

Steam Team Meets

This team meets the first Saturday of each month. Anyone interested in 'steamers' is invited to attend. For information, contact John Redden at ejredde@frontiernet.net.

Library Report

Charles Robinson, Chairman

Please note the library is now moving to summer hours for the monthly scheduled general use. **During the warmer months these hours will be in the evenings between 7:00 and 9:00 PM on the Monday after the Thursday Chapter meeting.** The library will no longer be open on Sunday afternoons during this time.

Thus for the month of April the library will be open on Monday, April 24 between 7 and 9 PM. So come out Monday evening to review your favorite tape or rail magazine.

Jerry Gillette is making a very extensive list of the rail photographs the chapter owns. In the future it should be relatively easy to locate useful photos in our collection. Bob Achilles has completed his identification and listing of our large collection of Canadian National steam. Gale Smith continues with assigning and adding to the computer file the small number of books and video tapes that remain not incorporated into the rolls.

In a heavy wind driven rain, a small amount of water got in along the edge of cupola in the periodical room. Unfortunately a few *Trains* magazines along the shelf in the cupola became damaged. If anyone has spare issues of *Trains* from June through December 1957, it will help the library rebuild its issues of this important magazine. The offending leak will be pursued with a caulking gun.

Hope you will visit the library at the new schedule for the warmer months on Monday evening between 7 and 9 PM on April 24.

Suggestions received; More desired!

The Board appreciates receiving several suggestions concerning where to relocate our Library before the end of 2007.

More ideas are always welcomed. The desired space is about 1000 square feet, heated and humidity controlled (air conditioned would be nice) and have water, electric and sewer connections.

Contact Jeremy Tuke at 359-8944; or email: jnmk2k@frontiernet.net, or any of the managers listed on Page 2.

About that Quiz

Remember that Quiz several issues ago where you were asked to match the railroad with the locale it served? To date, no one has reported taking it! If you did, this editor would like to have feed-back. Gale Smith, 585-544-6221; gale299@frontiernet.net.

Upcoming Anniversaries

by Rand Warner

75th Anniversaries of Abandonment of Rochester area Interurban Lines:

? **Rochester Lockport & Buffalo: April 30, 2006**

? Rochester & Syracuse: **June 28, 2006**

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

? **2007: 70th Anniversary** of the Rochester Chapter, National Railway Historical Society!

How can we have significant & appropriate recognitions events & celebrations??

Kritter Korner

by Rand Warner

The following industrial and small locomotives are located within approximate 50-mile radius of Rochester:

Sommerset: 110-ton GE offset center-cab at power plant.

Albion: 5TM TrackMobile at food processor

LeRoy: 3TM & 5TM Trackmobiles at Jones Chemical Co.

Caledonia: Pettibone near lumber company on NYS Route 19.

Rochester: 110-ton GE offset center-cab and 45-ton GE center cab at RG&E Russell Station

Canandaigua: Shuttle wagon at plastic company complex

Lions: Pettibone at feed & fertilizer complex.

Dresden: 45-ton GE center cab and TrackMobile(?) at NYSEG power plant.

Shows, etc.

April 29-30: *Finger Lakes Railfair*; The Field Indoor Facility, 1767 East Shore Dr. (Rt 34), Lansing, NY (6 miles north of Ithaca). 29th: 10-5; 30th: 10-4.

May 7: *T.T.C.S. Train Show*; Pensabene Casa Grande, 135 State Fair Blvd., Syracuse, NY; 10-3

May 12-14: *Day Out with Thomas*, Medina Railroad Museum, 8am-6pm, Medina, NY.

July 1-2: *Bark Peelers' Convention*, PA Lumber Museum, Galeton, PA

Conrail started 30 years ago

by Lynn Heintz

Thirty years ago, the railroading landscape in our area and other places was changed forever. Conrail (Consolidated Rail Corporation) was born and a lot of our favorite lines were shut down immediately or started a radical transformation.

Have you

... Signed up for Track Car Training and Operations? See Page 2.

... Signed up for Depot Guide duty? See Page 2. You will often get one-on-one interaction, and learn more afterward than before the day is done!

From January 1947 Railroad Magazine

Abstracted by Rand Warner

Items #1, Page 58:

Specs for Baldwin "baby" 4-8-4's for Mexican National Railways, just being delivered: Road numbers: 3033 through 3048
Cylinders: 25x30 inches Boiler pressure: 250 Pounds per sq. in. Grate area: 77.3 square feet Weight on drivers: 240,000 lbs. Weight of engine: 387,000 lbs. Tractive effort: 57,000 lbs. Tender capacity: Oil: 6,000 gal. Water: 15,000 gal.

Item #2, Page 85:

Railroads and trolley lines that used former canal towpaths for right-of-ways:

1. Elmira and Seneca Lake along former Chemung and Seneca Canal.
2. Rochester Subway built in bed of former Erie Canal before relocation.
3. Pennsylvania RR branch on towpath of Genesee Canal from Rochester south.
4. Newark, NJ Subway built in bed of former Morris and Essex Canal.

Off the Wires ...

... via other newsletters

Grand Canyon Railway for sale

Owner, Max Biegert, at age 78, desires to sell GCR which he purchased 17 years ago. It is the third busiest tourist railroad in the US and transported 220,000 passengers in 2005 and has 469 employees.

Bill Gates CN's largest shareholder

Bill Gates, Microsoft Chairman and Founder, is the largest shareholder in the Canadian National Railway with 30+ million CN shares, worth \$1.63 million and 5.8% of CN's total market value. In addition, Bill and Melinda Gages Foundation own another 4.42 million CN shares. Guess he likes trains for he has chartered luxury passenger trains for rides with family and friends.

[Editor: But too smart to buy Amtrak!]

Firm offering Amtrak Vacation packages

"Amtrak Vacations", operated by Yankee Holidays of Beverly, MA, has developed new Amtrak Vacation programs which can be reserved starting on April 3rd. Vacation programs are for travel to all US and Canadian destinations and include rail and air reservations, car rentals, hotel accommodations, etc.

[Via *The Green Block*, April 2006, from Trains.com

Gems from Our Past

by Rand Warner

The meeting of 19 April 1956 was called to order by President Sam

Grover at 8:25 PM.

Treasurer Nick Feeley reported a balance of \$432.15.

Guest Gill Hale reported on a 150 acre potential museum site on the north side of the New York Central tracks at Wayneport.

Dr. Stanley Gorman, owner of Rail City railroad museum, gave an enlightening talk on starting a rail museum based upon his experiences. It cost \$19,000 to move engine #38 from Pennsylvania to Rail City.

Norm Kistner of Syracuse, and Maynard Fisher and Bob Wilson of Buffalo, were present.

The forthcoming subway trip will leave General Motors loop at 1:00 PM Saturday 12 May 1956. The trip sponsor has offered to donate all profits if we start a rail museum.

Recording Secretary Mike Magin read a letter from National President Edward Hooper containing information about starting a rail museum.

Fred Merz brought in flyers for the 20 May 1956 trip on the Erie from Rochester to Corning to Hornell to Attica to Batavia to LeRoy to Avon to Rochester! Adult fare: \$5.55 and children 5-12 years old \$2.75!!

Maynard Fisher showed color movies of recent rail trips on the Fall Brook Line, Toronto Hamilton and Buffalo, and others.

88 Years Ago ...

Peter Breen

Peter Breen, an Erie section foreman, was killed near LeRoy, NY recently by being thrown from his gasoline speeder. He was accompanied by Supervisor Stenson, who was also thrown from the speeder.

Mr. Breen was about 65 years old and had been in the company's employ for the past 20 years.

[From the February, 1918 issue of *Erie Railroad Magazine*. Submitted by John Stewart]

Don't forget June 11

That is the date of our Annual Banquet and guest speaker at the Newport House!

WAG Plow Update

by Jesse Marks

And here it is. One update. This season's work on the WAG plow will include more scraping, sanding and priming and even some more wood replacement. The majority of the restoration work this time will focus on the back end and east sides. The paint on the back end has been completely removed. There are a few areas that need some minor wood work but other than that just some sanding is needed and then the primer can go on. The east side needs scraping and sanding before any painting. The old paint is actually much easier to scrape



This view of the back portion of the WAG plow X3710 (B&M X3315), equipped with roof step and chimney. The paint scheme was a bright red, black, and white/cream trim. [Photo from John Stewart/NRHS archives]

off (using a heat gun) then the west side. The east side is also in more need of repair now after years of tough winters and spring rains. This probably is contributing to the easier removal of the old paint. The door frames around the two side doors need some wood work as well - including total replacement in some areas.

These activities should take all season to work on and complete. This is including Rochester's famous or for us, the infamous weather factors like rain and high wind. If those stay away for a good amount of the season then a lot of work should be able to get done.

Have loose change lying around? Found \$100 in the couch cushions and not sure what to do with it? How about donating it to



July 15: Will be a day to Remember!

Why?

That is when a Philadelphia & Western trolley will be running under LIVE wire at NYMT. A project long planned, worked on and now ready to be launched!



Contributors to this issue

Harold Crouch, Chris Hauf, Lynn Heintz, Jesse Marks, John Redden, Charles Robinson, Harold Russell, Jessica Stallone, John Stewart, Jeremy Tuke, and Rand Warner and various publications as indicated.

Address change for NRHS Headquarters

The National NRHS has some time ago, changed their address from a post office box to a street. Here is the new address:

National Railway Historical Society
 100 N 17th St., Ste 1203
 Philadelphia, PA 19103-2783

2006 NRHS National Convention ...

... will be held in New Philadelphia, OH, July 18-23, 2006. The announced excursions are:

Tuesday, July 19: Dennison to Gould Tunnel and return over former PRR "Panhandle" mainline; motive power: two vintage F units.

Wednesday, July 19: Independence to Canton over entire Cuyahoga Valley Trackage, formerly the B&O line to Cleveland. Power: Alco FPAs.

Thursday, July 20: Dennison to Newark and return over former PRR panhandle route, now Ohio Central tracks. Power: steam.

Saturday, July 22: Dennison to Brewster to Bowerston to Dennison over Ohio Central track including some former Wheeling & Lake Erie tracks. Power: various historic diesel units.

Other activities includes tours of railroad shops, museums, and depots as well as seminars and trips into Amish countryside.

More information available from:
www.buckeyerails2006.org.

Membership Recruitment

by Rand Warner

People are our most important Chapter resource - our members!

If each of our current members would recruit just **ONE** new member each year, we would **DOUBLE** our membership in a year!

If collectively we could recruit one new member each week, that would be 52 new members in a year.

Even one a month would be 12 new members in a year, a minimum just to break even.

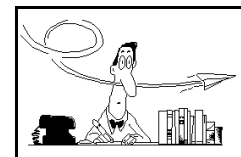
**** PLEASE SEND IN YOUR NEW MEMBER CANDIDATE NAMES TO OUR MEMBERSHIP CHAIRPERSON:**

Jessica Stallone
 (585) 615-4862
membership@rochnrhs.org

Chapter web site contains NEW videos

Chris Hauf has forwarded several video shots to our Chapter's webmaster, Mike Roque'.

They show LIVE action of the recent moves of cars at the south loop at NYMT, AND some heavy duty moving of earth by the Construction Department. Check out - www.rgvrrm.org/about/videos/index.htm



Editor's Corner

NKP 765 Rides Again!

What a surprise to receive my home town newspaper, Van Wert, OH's *The Times Bulletin*, and there on the front page was a color picture of the Nickel Plate Berkshire 765 arriving in town from New Haven, IN!

The locomotive, restored by the Ft. Wayne Railroad Historical Society, made several 'break-in' runs of approximately, 30 miles each between the two cities on March 25 and 26. It stopped at the Van Wert Fire Department for a "fill-up" of 12,000-15,000 gallons of water. The fire department borders the former PRR Crestline to Chicago line.

Ge, wished I was there!!

Snow Duty

by Harold Crouch

Most likely many will recall the winter of 1965-66 when Western New York State received a very heavy blanket of snow. I just managed to catch Train #90, "the Chicagoan", back to New York City so was able to reach our locomotive engineering department on time Monday morning.

In the middle of the morning, my good friend, Carl Miller, Supervisor of Locomotive Maintenance, came into our office and said: "Harold, go get your duffle! You and I are going to DeWitt Diesel Shop". Carl said he would meet me at Harmon on Train #39, the "North Shore Limited.

A sign in Grand Central Terminal said #39 was only going as far as Albany on account of the storm. Carl met me as planned and at Albany, we pitched in to help the local people service the trains struggling through from the West. Mostly, this consisted of "cracking" off the ice from the carbody air intake filters so the equipment inside could "breathe"!

Finally, #41, "The Knickabocker", arrived and it was decided to let this train go through. Carl said: "Let us go up and ride in the cab. I haven't been over the Mohawk Division lately". So we went up to have a cab ride to East Syracuse, N.Y. in the two E7"A" units.

Meanwhile it was snowing heavily and we could only see about a foot in front of the headlight! At intervals, the Mohawk Division engineer sounded the horn for public grade crossings that were completely invisible! ON passing the grade crossing, we glimpsed the flashing red lights!! So on we went, trusting to General Railway Signal Company's automatic train control equipment for protection.

On arriving at Utica, N.Y., a message awaited us: "Stay here till further notice! Est Syracuse is plugged with trains"! So Carl and I went back to the diner and had a good dinner, afterwards sitting in the rear cab of #41 to catch 40 winks of rest. Meanwhile, the local car department people came out at intervals with a

water hose to keep the steam generator water tanks full, so every one on Board #41 was warm and comfortable.

While we were in Utica Station, the units oil engines were at idle speed and so the exhaust stack temperatures went down; as a result, snow built up around them.

After a three hour wait, the signal turned green and so we departed for East Syracuse. On getting out of town, the oil engines began to warm up under load and so all the snow around the exhaust stacks began to melt and we had "Niagara Falls" inside the units! Water everywhere!! I said to Carl that I would give my bottom dollar right then for a diesel-hydraulic drive locomotive! Then the "fun and games" began -- the ground relays began to trip! Carl took one unit and I the other and we raced back and forth re-setting the ground relays to get the power plants back on the line again. Finally, Carl had one power plant that was dead grounded and could do nothing with it, so was left off the line. I had one power plant that by holding the lay shaft handle to about the sixth throttle notch, the ground relay would stay in. Thus we came to East Syracuse with two and a half power plants out of four on the line! I have often wondered what the crew would have done, if we hadn't been there! At East Syracuse, we were met by Diesel Inspector John Kelley who was to ride the units West. I never saw John afterwards to learn what kind of trip he had.

With all the snow, city traffic in East Syracuse was at a stand still. Finally, we had a lift over to the Railroad YMCA in East Syracuse where we were able to obtain some breakfast. In due course, we got a lift out to DeWitt Diesel Shop -- our objective!

Here we found the shop General Foreman, Jim Bassile with some of his people, the fellows on duty couldn't get home and the ones who were to relieve them couldn't get there! Two snow snowmobiles had been obtained and so a machinist and electrician went around to the various yard locomotives to check their condition.

Finally, Jim came to me and said:

"Harold, how about you going out and relieve the operators of the jet-engine snow blower? He hasn't had any relief in three days"! Making my way out to the snow blower, the operator made a ninety second wonder out of me! Thus the two of us, working twelve hours shifts, kept the blower going.

It finally stopped snowing and so we were able to clean out the hump master retarder, the group retarders, and the leads to the call tracks. We even cleaned out several industrial leads too. By the of the week, DeWitt Yard was about back to normal and so the jet-engine blower could be shut down for a well earned rest!

The following year, the Chicago area received a heavy blanket of snow, but that is

Combined Motive Power and Rolling stock of R&GVRM and NYMT Museums

by Rand Warner

The combined assets of our two rail-theme museums provide a substantial base for augmenting our visitor attractions:

Motive Power:

Three steam, 7 diesel, 2 gas-mechanical critters, and 5 TrackMobiles. At present, we have nine items running and five more under restoration.

Freight Cars:

One box, three reefers, 2 flats, 1 tank, 1 hopper. At least five are usable in service.

Passenger Cars:

Counting our Excursion Train Set, we have 2 baggages, 2 RPO, 7 coaches, and 1 sleeper-lounge. About 7 are usable at this time.

Non-Revenue:

Seven cabooses of which about 4 are usable at this time.

Trolleys:

Three city cars, 3 suburban cars, 4 interurbans, 1 plow, 1 sweeper, and 1 line car. We have three operable at this time, and a fourth close to operable.

Maintenance-of-way Equipment:

Tamper, snow broom, snow plow, high rail utility, high rail boom-dump truck. Most of this equipment is runnable.

Track Cars:

Three inspection cars, 5 motor cars, 3 trailer cars, 4 flat cars, 1 crane car, 1 crane tender, and 2 collapsible push cars. All of these are usable at this time.

Rochester Chapter National Railway Historical Society
The Semaphore
 P.O. Box 23326
 Rochester, NY 14692-3326

Non Profit Org.
U.S. Postage
PAID
 Rochester, NY
 Permit #826

Chapter Meeting & Program:
South Buffalo
Railway
 by Stephen Koenig
 7:30 PM
 Thursday, April 20, 2006
 40 & 8 Club
 933 University Ave.

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 \$12.00 after 1/1/2005 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.

Rochester Chapter NRHS Officers:

President: Jeremy Tuke
Vice President: Dale Hartnett
Treasurer: Dave Luca
Recording Secretary: Dave Peet
Correspondence Sec.: Chris Hauf
National Director: Bob Miner

Trustees: Robert Achilles, Randy Bogucki, John Kernan, Bob Mader, Harold Russell, John Stewart, and Don Wawrzyniak.

The Semaphore Staff:

Editor: Gale Smith
Printing & Mailing: Bob Miner, Gale Smith, Jerry Gillette

InterNet (World Wide Web) addresses:
<http://www.rochnrhs.org/>
<http://www.rgvrrm.org>

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.**

Restoration Building Floor Fund

by Dave Luca

One of the Chapter's major goals for 2005 was the installation of the inspection pit and concrete floor in the east side of the Restoration Building. Chapter volunteers will perform the pit excavation and the slab grading. Pre-qualified concrete contractors will perform the concrete placement work. The estimate for this is \$75,000. Recent donations in **BOLD**.

Help "cement" together a great project! Each block represents \$3,000.

\$3,000	\$3,000			
\$3,000	\$3,000			
\$3,000				
\$3,000				
\$3,000				