



# The Semaphore

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

October 2006  
Volume 49, No. 2

## Program for Oct. 19:

### The Delaware & Hudson in Photos

by Ken Kraemer

Ken Kraemer worked for the D&H from 1976 to 1989 including part of the Sterzing era: Guilford, NYSW and CP. For background, he will show a few slides of the '60s.

Ken is now retired, and spending his retirement sorting organizing his vast photo collection. His photos and articles have appeared in most of the major railfan publications, numerous books and calendars.

He recently published his first book on Buffalo's Central Terminal. Copies of this book will be on sale at the meeting and stocked in our Store.

Before working at the D&H, he worked at a professional photo lab, and did freelance photography.

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**Meeting** at 7:30 PM

**Program** follows at about 8:00 PM.

**Store** open before meeting and at intermission.

**Guests: Always welcomed! Invite those potential railfans!**

## Looking GREAT!



This is the Spencerport's former Rochester Buffalo and Lockport Interurban station, now restored, located in the business section of Spenerport by the Erie Canal and near the original BR&L right-of-way. Before its restoration, it was a home in the woods west of the village. A group of volunteers have been working on it for several years. They recently received a grant to help in its final restoration stages; however 60% of the grant will be used to pay previous expenses and bills.

This view is the upper, original, building. This section will be used as a library and meeting room. Below is a new section, that will contain restrooms and spaces for hikers traveling along the Erie Canal bath to stop, rest up and refresh their "footies".

>>> Here if a view of the back side, showing the lower portion housing restrooms and other conveniences for canal hikers. [Gale Smith photos]



### Future Programs (Subject change!)

**Nov. 16:** *American Orient Express Ltd.* by Bob Achilles

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

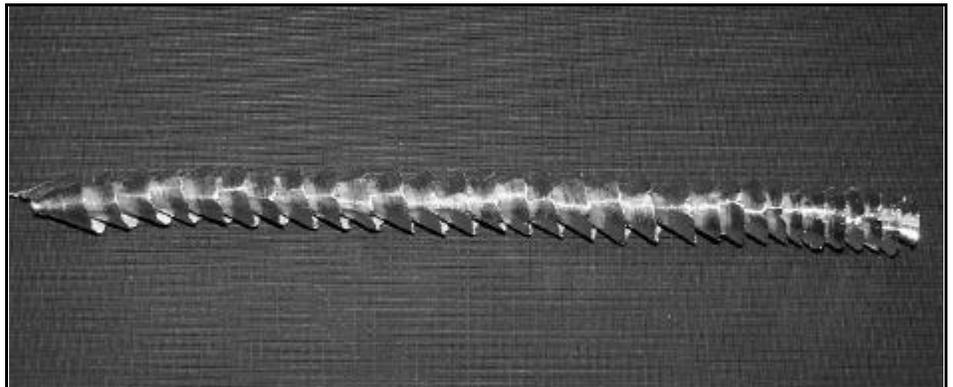
### 2007

**Jan. 18:** *Gold Coast and Danbury RR Museums*, by Harold Russell

**Feb. 15:** *RPO Car Operation*, by Chris Hauf

## What is depicted in this photograph?

Hint: It has been predicted for the past few months in The Semaphore. Answer is on Page 4..



====\$13,600>

Capital Fund Drive Campaign

\$72,000!

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### Chapter Library

11 May Street, Webster (by OMID Tracks)

**Hours: 7:00 to 9:00 PM**

**Monday, October 23, 2006**

**Library Phone: 872-4641**

## 2006 Track Car & Depot Guides Schedules

Date Operator A Operator B Operator C ..... Depot Guide

Oct. 15 Bill Blaes Ryan Kane

Oct. 22 Al Emens Ira Cohen Gary Deltman ..... Bob Achilles

Oct. 29 John Becker Bob Achilles ..... Harold Russell

*That's all folks for this season. See you'll in 2007! Many thanks for all the members who volunteered in 2006!!*

### Alton E. Matteson

Early in September, Alton Matteson passed away. Alton was a Chapter Member since 1980 attending our meetings. He was a retired New York Central locomotive engineer. A relative stated that he retained almost, if not all, of the "paper" that NYC issued during his career.

### Georgia Mowers

DeForest (Dee) Mowers' mother, Georgia, died on September 24 in her 100<sup>th</sup> year.

Dee reports that her memory was keen up until the last few weeks. She spent a good share of her time writing poetry, for which she published a collection in book form.

Our condolences to Dee, his family and siblings and relatives.

Chapter's 2007 Calendars at the printer; should be available at the October meeting.

The photographs are identical to the 2006 calendar, but the date section will be for Year 2007!

We are celebrating the demise of the Rochester Subway, hence the reason for, again, showing the few available color photographs of the cars that ran.

### Returnable cans can help Steam Fund

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.

### In Memoriam

#### Edward Van Horn

It is with great sadness that we report the sudden passing of member Ed Van Horn on Saturday September 16<sup>th</sup>.

Our sincere condolences to the family of long time active Chapter member Ed Van Horn.

Ed was a regular fixture at our Chapter meetings, Excursion trips, Museum functions, and Amtrak trips.

At the Museum, Ed was a track car operator and tour host. He consulted on our trolley power substation.

On our Fall Foliage Excursions, he was an ever faithful parking lot attendant.

Ed and his beloved Carol, participated in our many Amtrak trips over the years.

Ed retired from RG&E after 33 years as an electrical engineer, and in addition to his many contributions to our organization served with the Ridge Culver Fire Department for 47 years as a volunteer firefighter and for 32 years as treasurer.

He will be greatly missed by Carol, son Paul, daughter Karyn and Karyn's husband, our member Jeff Carpenter; as well as all his many, many Chapter and RG&E friends who enjoyed his smile and ready with, and appreciated electrical engineering expertise.

*[Combined input from Jeremy Tuke and Rand Warner]*

### No Christmas Tree trains this year

*by Steve Huse*

Due to on going tie replacement and overhead wire trolley work, the Christmas Tree Trips in December are cancelled this year.

## Membership Report

*Jessica Stallone, Chair  
membership@rochnrhs.org*

*Please welcome new member:*

### Bill Thomas

5070 Canadice Hill Rd.

Hemlock, NY 14466

[billt@edsmechanical.com](mailto:billt@edsmechanical.com)

Bill is interested in Rolling stock restoration, Trips, the Library, Publications, Historical research, Museum operations, being a Track car driver, and Steam.

[Please add Mr. Thomas to your Roster list.]

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### Chapter & National dues

Regular: \$42.00

First family member: \$7.00

Additional family members: \$4.00 each

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

Subscription to *The Semaphore* only:

### Department of corrections

Because of printing problems, some articles lost their last line or two. Here are the missing lines; the underlined words are those missing.:

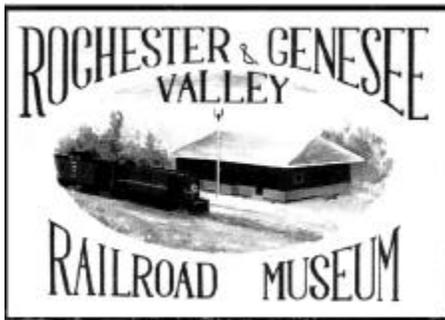
Page 2: ("Rochester Chapter receives ...") Last two lines should read: Rochester Chapter, NRHS, P.O. Box 2326, Rochester, NY 14692-3326.

Page 3: "50th Anniversary ..." credits should read: Jim Dierks, Paul Monte and Charlie Lowe.

Page 7: "Boat Trains – What is Left?"

All the is left of the Silver Lake line is the one mile connection at Silver Springs which is now essentially the end of the Rochester Southern. All that is left on the Lehigh Valley is a short stretch between Mortimer and Henrietta. However, the Erie line to Conesus Lake is still intact from Mortimer all the way to Lakeville. As Rand Warner would say: "Picture this!" Park your car in the South Town parking lot and board a train for Lakeville for the day. Other Finger Lakes have boats - why not Conesus? Anyway, it is nice to dream.

I would like to thank Paul Worboys of Honeoye Falls and Stephanie Abel of Geneseo for information about Hemlock and Perry Lakes respectively.



## Motive Power Report

by John Redden

### Plymouth Gasoline Locomotive

The radiator for the Buda prime mover on the Plymouth locomotive was completed this month. While this part of the project was time-consuming, we believe that the results were well worth the investment. This radiator uses many original parts, as well as some reproduction parts, to produce a functional radiator that is an exceptionally close replica of the original.

Work to rebuild the bronze castings for the speed changing mechanism is also complete. After the addition of a grease fitting, these castings will be installed on the locomotive. This will complete the restoration of the transmission.

We are very close to finishing the mechanical restoration of the locomotive. Once this is complete, we will continue restoring the sheet metal exterior portions of the locomotive.

### Diesels:

Norm Shaddick checked and verified the antifreeze for all locomotives so-equipped. Additionally, he checked the various other pieces of railroad rolling stock that carry anti-freeze. Chris Hauf and John Redden drained the **EK-9**, and the **NKP-79** respectively. This reduces our Winter Time Motive Power Fleet to the center cab locomotives, and the Trackmobiles.

**RG&E 1941** had its electrical cabinet patched, primed, and painted by the team of Joe Nugent and Luther Brefo. They also did a nice job of cleaning up the clutter inside the cab of this loco. Kevin Klees and John Redden lapped the valves for the 1941 number 1 prime mover, and installed these valves back into their respective cylinder heads. And John has continued de-greasing, priming and painting various parts of this prime mover.

### Steam:

A friendly reminder, that we hold our monthly Steam Team meeting on the first

>>>>>

**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

Saturday of the month, at 9:30 in the Agent's Office of the Depot. What better way to spend some time on a chilly Saturday morning, than sitting around an authentic coal fired "Station Agent" stove, inside an authentic country Depot, discussing (and perhaps later working on) our authentic steam locomotives?

As an experiment, we are expanding the format of these meetings to include other Motive Power topics (the Museum's diesel and gasoline locos), as well.

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

## Book of Rules Class

by John Redden

### It's that time again!

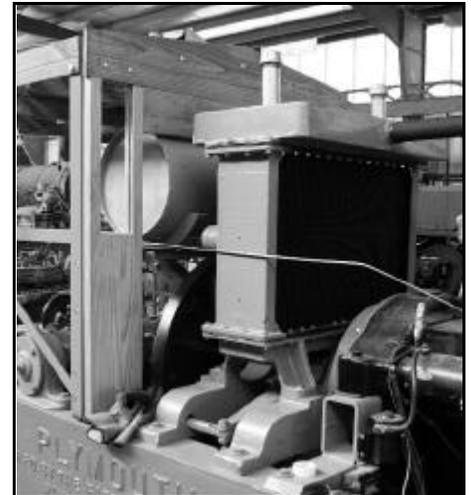
On Saturday, the 4<sup>th</sup> of November, and Saturday, the 2<sup>nd</sup> of December, we will be offering our biennial Book of Rules. This class is a requirement for any of our volunteers who wish to participate in train operations as brakeman or conductor, and is a pre-requisite for those who wish to train for engine service.

The class consists of approximately 90 minutes of classroom training on our Timetable and Book of Rules, a short safety video, and an exam. In addition, next Spring, we will require attendance at a minimum of one of our hands-on training sessions at the Industry Depot.

The classroom sessions will run from 1:00 to 3:00. You may attend either of the two selected dates.

The location of the class is not decided upon, at this writing. Unless otherwise advised, we will meet at the NYMT gallery room, and we will start at 1:00 p.m. sharp.

Due to the large attendance at the 2004 classes, we are asking that you kindly send an RSVP to John Redden, either via paper mail or e-mail at ejredde@frontiernet.net. While this RSVP is not required, we will give preferred seating to those who give us the courtesy of a reply, in the event of a large turnout for either day.



The newly constructed radiator now resides on the Plymouth "critter". Keven Klees spent many hours constructing a new core. [Chris Hauf photo]

## Locomotive Battery Fund Drive

by John Redden

During the past several years, our Members have graciously donated many hundreds of dollars, in order to re-equip our three center cab locomotives (EK-6, 1654, and 1941) with new batteries. It has become apparent that two of our larger locomotives, the 211 and the 1843, also have batteries that have reached the end of their useful lives. Last Fall, a nearby regional railroad donated several used, serviceable locomotive batteries. We have installed several of these in the 1843 and the 211, and they have made an improvement. However, we now estimate that we will need, at minimum, four new batteries for each of these locomotives. We have chosen to attempt raising funds for the 1843 this year, since it is anti-freeze equipped, and therefore available for our use for longer portions of the calendar year.

So, we would respectfully ask our members to consider a donation toward this worthy fund drive. At current prices, a complete set of new batteries is about \$4000 for each locomotive. We are hoping to raise \$2000 this year, for a half-set for the 1843. As always, the Motive Power Department is grateful for whatever money that you would care to donate, and keep in mind that all donations are fully tax deductible.

## Steam Scene

by Rand Warner

Did you know we have the largest concentration of steam locomotive in all of New York State located in a small circle just south of Rochester?

Think about it:

- Vulcan #12 and Heisler #1 at R&GVRM
- ex-Solvay #47 at NYMT
- ex-Despatch Shops loco at Red Creek Museum

## Wooden Car Work

by Rand Warner

Thank goodness for those good Marks folks!

- Jesse Marks is working on rehab of our WAG snow plow
- Charlie Marks is working on our NYC caboose.
- And don't forget Eagle Scout Marks who restored our baggage cart.

## Answer to Photo on Page 1

The photo on Page 1 depicts the first metal that was bored by our new-to-us drill press. It is a long aluminum shaving that was produced by a sharp drill bit, and the proper feed-setting on the machine. The shaving is about 6 inches long.

A couple of years ago, President Tuke discovered this drill press for sale, at a nearby industry. Several members donated money to purchase it, and several people volunteered their time and equipment to go disassemble, pick up and deliver this large machine to our Museum. Kevin Klees and Jim Johnson, with help from several other Chapter members, prepared the site, assembled the machine, purchased a three-phase converter and a new motor, and installed new wiring and other related infrastructure.

Our shop building now has a new and important capability, due to the teamwork and dedication of our volunteers!

## Contributors to this issue

Bob Achilles, Harold Crouch, Chris Hauf, Steve Huse, John Redden, Charles Robinson, Harold Russell, Jessica Stallone, John Stewart, Jeremy Tuke, and Rand Warner and various publications as indicated.

## North Yard Construction

by Rand Warner

Work continues, as permitted by our rainy September, on grading and track construction for trackage north of the Restoration Building.

Siding #7 has been extended north from the building to the point where it will meet with Switch #7, yet to be built.

The yard lead coming south from Switch #6 has been realigned to match up with the proposed location of Switch #7.

Parts for Switch #7 and Switch #8 are staged, ready for installation.

A large two-engine CAT scraper pan has been borrowed for completing excavation north of the Restoration Building.

Fill will be deposited south of the Building to permit extending tracks south out of the building on a level plateau.

Now if we could just get some REAL cooperation from the weatherman in October. PLEASE ...

## Our "new" Hyrail truck —



As reported last month, the R&GVRM received the donation of a hyrail truck from Genesee Valley Transportation. The truck is seen here at the museum. It has already received a complete tune-up thanks to Bob Mader, Chris Hauf, Dan Waterstraat, Jeremy Tuke, Rand Warner and others. Its hyrail gear has been exercised and greased by Luther Brefo and Joe Nugent. The museum plans to complete the outfitting of the truck for service over the winter and put it into service next spring. [Caption and photo by Chris Hauf]

## 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.

## Thanks to ...

**Joe Scanlon** for arranging loan of large CAT scraper pan for excavation work around the Restoration Building.

**Jim Johnson** for years and Years of ordering Saturday lunches and Tuesday night pizzas.

**Charlie Harshbarger** for years and years of keeping up our fuel supplies of gasoline, kerosene and diesel fuels.

**Bill Chapen** for years of taking our pop bottles and cans in for credit for our Steam Fund.

To "Doctor" **Robert Mader** who has an amazing ability to make obstinate gasoline engines run again. The latest is our 2500-watt gas generator, needed by our Track Crew for working after dark.

## Wanted

- Cantilever jacks for working on passenger excursion train set.
- Relay ties and switch timber, for future track construction in Northwest Quadrant.
- Tongue and groove siding for rehab of our RGEX wood reefer, our Ex-Philadelphia Sweeper/Line car, and our Rochester Lockport and Buffalo #206 interurban trolley car.
- Three wheel, or preferably, four wheel, golf-cart type vehicle, for running tools and supplies to all our many projected in as many different locations. A John Deere GATOR would really be ideal!
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## Shows, etc.

**Oct. 21: Lakeshores Div. NFR/NMRA Fall Meet;** Columbus Hall, near 47 Market St., Auburn, NY; 8:30 AM

**Nov 4-5: Train Show and Sale** at New York State Fairgrounds, Syracuse. This show occupies two buildings. Sponsors include Central New York Chapter, NRHS.

**Nov. 12: The Great Batavia Train Show,** Batavia Downs Gaming and Race Track. 9:30 am - 3:30 pm.

**Dec. 9-10: New and Expanded Two Day RIT Train Show and Sale.** RIT Model Railroad Club at RIT Gordon Field House, RIT Campus. 10 am to 4 pm. Contact [www.ritmrc.org/tigertracks](http://www.ritmrc.org/tigertracks).

## September's Mystery Photo

by Bob Achilles

Well, how did you do with last month's mystery photo? I assume that some of you could answer at least some of the questions. The locomotive was New York Central No. 5202, 4-6-4 Hudson class J-1b. The location was the station platform at Harmon, N.Y. The person in the photo was yours truly. The picture was taken by my father, Harold E. Achilles, on April 18, 1953. The occasion was a long promised visit to Harmon so I could see New York Central steam locomotives.

I grew up in Cranford, N.J. and became a serious train watcher of Jersey Central Camelbacks and the like in the late 40's. However, I had always been aware of New York Central steam engines; but, never had the chance to see them. My father worked for a company that sold lubricants to the New York Central and he had been telling me for a while that he could get us into Harmon. However, at that point he was a working single parent and really had his hands full. In December 1952 while on jury duty he met the woman who would become my stepmother. As she got to know my sister and me we became friends and she eventually persuaded my father that he should make good on his promise of a visit to Harmon. And so on the date mentioned we drove there from Cranford. My memories of that visit are quite vague. I do remember being enthralled at the movement of the bearing housings in a PT tender as it moved over some irregular trackwork in the station. My father took only 2 pictures, the one in last month's *The Semaphore* and the one accompanying this article. Virtually all the steam engines we saw were in the roundhouse. I did make a record of the steam engines we saw. The list was as follows.

>>>>>

Locomotive number;	Wheel	Arrangement;	Class;	New date;	Retired date
4549	4-6-2	K-11e	9/12	5/53	
4895	4-6-2	K-3q	4/23	5/53	
5202	4-6-4	J-1b	9/27	7/53	
5215	4-6-4	J-1b	9/27	7/53	
5242	4-6-4	J-1b	10/27	9/53	
5243	4-6-4	J-1b	10/27	7/53	
5407	4-6-4	J-3a	9/37	5/54	
5420	4-6-4	J-3a	10/37	11/54	
5421	4-6-4	J-3a	10/37	11/54	
5426	4-6-4	J-3a	10/37	2/56	
5427	4-6-4	J-3a	10/37	7/53	
5451	4-6-4	J-3a	4/38	2/56	
6001	4-8-4	S-1b	10/45	8/55	
6006	4-8-4	S-1b	11/45	8/55	
6008	4-8-4	S-1b	11/45	8/55	

The timing of the visit could not have been more fortunate. On August 7, 1953 4-8-4 No. 6020 left Harmon closing out the steam era there. Also, as you can see, the two 4-6-2s, all of the J-1 4-6-4s and one of the J-3 4-6-4s were retired in just a few months.

Several of the locomotives I saw that day were worth noting. No. 4549 made the last steam run on the West Shore on 7/16/52 and on 9/11/52 made the last steam run on the Harlem Division. No. 5426 was one of two J-3a engines (the other was 5429) streamlined in 1941 to for the newly streamlined *Empire State Express* (our cars in Newark). No. 5451 was one of ten J-3a locomotives streamlined for the *Twentieth Century Limited* and was one of four that wound up with a flat smokebox front (so-called Selkirk front end) when destreamlined.

Next month we will have another mystery photo on a different theme; but, with a local connection. Stay tuned!

### Three replies received

Three replies was received by the editor for identifying the Sept. photo.

Bob Gullo had both the location and person (Bob Achilles as a young lad) correct.

John Redden, had the location right, but thought the young lad was Bob Fitch (this editor could see this possibility!)

Harold Croch had the location right (he has been there many, many times and the third rail was the give-away), but thought the lad might have been this editor! (sorry, was not that good looking as a teenager, or now, either!)

### Harold Crouch adds his personal recollection.

"When I worked at Harmon Electric Shop, the Harmon Station announcer had a very musical voice and about the time I was waiting to go back to New York City, the "Great Steel Fleet" was coming thru and it was always wonderful to hear the announcer call out all the stations that the various trains stopped at!

"Also, it was wonderful (to me) to see and hear the Class K Pacifics take a Peekskill/Poughkeepsie local out of the station! In about a train length, the engineer had the train up to 60 M.P.H. – the speed limit."

### Another Bike Trail to Open on a Railroad Right-of-way

by Rand Warner

(from Rochester's *Democrat and Chronicle*, Sept. 26, 2006)

In Irondequoit, work has begun on a \$2.4 million Irondequoit Lakeside Multi-use Trail. It will run from Sea Breeze to the Col. Patrick O'Rorke Bridge. The 4.7 mile pedestrian and bicycle trail will go from the north side of Culver road in Sea Breeze to Pattonwood Drive to the Col. Patrick O'Rorke Bridge. It will run along Culver Road, St. Paul Blvd., Lake Shore Blvd., and Sweet Fern Rd.

This certainly sounds like the old NYC Hojak Line railroad route which is all out of service with the tracks long gone.

Can anybody confirm this? Call Rand Warner or John Stewart if you have a sure answer.

Maybe this could be our 2007 trip...



NYC #5202, side profile

## Library Report

*Charles Robinson, Chairman*

The next hours for general use will be on **Monday evening October 23 between 7:00 and 9:00 PM**. In November, we will be switching to Sunday afternoon hours as we have done in the past to make the library accessible during daylight hours in the winter. As president Tuke reminded those attending the September meeting of the Chapter, if you have some need to use the library for research or general browsing, you had better come soon.

Bob Miner, Gale Smith and I repainted the west side and the southern end of the library. It improves the appearance of the building immeasurably. New painting of the front and back platforms has begun and hopefully the weather will cooperate in bringing that effort to completion.

Jerry Gillette and I continue to cull the Barrett slide collection by eliminating the slides without rail content. There are many interesting scenes of rail activities that remain. Gale Smith and Bob Miner pursue book cataloging and working with the library's computer system.

The library has received a large donation of *New York Central Headlights*, a well-respected periodical of that railroad's historical society, from James McFarlane. Because it has not been unboxed yet, it is not possible to be ascertain its extent but it is probably a very complete collection covering many years of that publication. The New York Central was the dominant railroad in the Rochester area and the *Headlights* will be an important contribution to the rail history here. We are pleased to have it available.



Bob Miner paints, while Charles Robinson gets more paint around the corner.

## Turnin' Wheels

*by Harold Crouch*

Diesel-electric locomotive wheels wear in service, the wear being mostly on the tread, the portion of the wheel that bears against the rail. The result is that the wheel flanges become too high and so the flanges must be re-machined to new dimensions. When they reach condemning limit: 1-1/2" for diesel-electric wheels and 3/4" for freight car wheels ..

For the big class I railroads, they have a machine set in a pit in the shop floor and the locomotive moved on to the machine to re-machine the flanges and clean up the thread, one pair of wheels at a time. This machine is expensive, the last quotation I received was \$2,500,00.00 and this was some time back, now probably more today! Sometimes the pit that the machine sits in costs as much as the machine! Amtrak, in Washington, D.C., has a machine that re-machines two pair of wheels at the same time - production!

For short line railroads, this cost is prohibitive! Fortunately, there are options, one is to hire a big crane to lift up one end of the unit to roll out the truck, after which the traction motor and wheel set can be lifted out. The wheel set is sent to a wheel shop for attention. This procedure is good as the traction motor can then receive some TLC.

Another option is to re-machine the wheels in place. For this, a special holder that fits in place of the normal brakeshoe is applied and which carries a tungsten carbide flange form tool. This form tool has the flange contour on one end and is blank on the other end.

One time Ontario Central's Alco RS-3 developed high flanges on the #4 pair of wheels. The special holder with its carbide form tool was applied and the air brakes on the #1 truck cut out. The locomotive was then moved slowly down the track, a light brake application being made to provide the "cut". The form tool did not cut, only rubbed the metal off - too slow! The blank end of the form tool was then applied to the top of the flange and then metal was really machined off! When the width of cut became too wide, the tool just "chattered". So the form tool was used to re-profile the flange. On checking with the tire gage, the flange was still a bit too high, so the blank end of the tool was used to take some of the top of the flange and then the form tool used to profile the flange to complete the job. Three hours, floor to floor!

On the other hand, Buffalo & Southern's Alco RS-11 and a "soft" wheel applied on the right #2 axle while a "hard" wheel was

mounted on the other end. The "soft" wheel had developed a high flange as well as a tread-worn-hollow, while the "hard" wheel was little worn.

To re-machine these wheels, the pedestal binders were taken down and a hydraulic jack used to lift the wheel both ends, clear off the rail. The #2 Traction motor leads were disconnected from the carbody and connected to a 90 volt welding machine to drive the traction motor to turn the wheels. A so called "portable lathe" was then securely clamped to the rail to provide a reasonably rigid unit. The so called "portable lathe" is, actually, a compound rest with feeds at 90 (degrees) to each other, the top feed being adjustable.

The first operation was to machine off the "rim roll" from the tread of the "soft" wheel, this "soft" This "rim roll" is tread metal that, under plastic flow conditions, is extruded from the edge of the tread and is quite ragged. This metal, being work hardened, plays havoc with the carbide cutters, in retrospect, it would have been better to manually grind most of the rim roll off and then finish machine. With the rim roll removed, a radius was machined on the edge of the tread.

A standard carbide cutter was then set up at about 2-1/2° taper to re-machine the tread to removed the tread-worn-hollow. Fortunately, on completion of this work, the wheel rim thickness was well above the condemning limit of 1" for locomotive wheels (3/4" for freight car wheels). On completion of this work, the flange form tool was used to re-profile the flange.

The "portable lathe" was then moved to the other end of the axle to re-machine the "hard" wheel. It should be noted that both pair of wheels on an axle should have the same circumference (diameter). The "approved" method of measuring wheels is the use of the American Association of Railroads wheel tape. This tape measures the circumference of a wheel at about the center of the thread, using the flange for location.

If one of these tapes is not available, a simple gage can be made of aluminum bar stock, using a standard micrometer head or a dial indicator to measure the offset. with this information, the circumference (dia.) can be calculated. Another option is to use a length of black, flat, plastic tape - the tape used to tie up packages. The free end is cut square and wrapped around the circumference of a wheel with one edge near the center of the tread. Nearing the cut end, a small piece of masking tape is applied to the plastic tape and a mark made near the cut end. This

assembly is then transferred to the other wheel, maintaining the same distance from the edge of the tread. When the mark on the masking tape coincides with the cut end, both wheels are the same circumference. Few will argue about a 1/32" difference in circumference!

In the present case, 1-1/8" had to be machined off the "hard wheel" diameter to match the "soft wheel" circumference - a lot of machining! The going was slow as the carbide cutting tools' edge would only last about halfway across the tread! Fortunately, there was a big machine shop nearby where a better grade of carbide was obtained and which improved matters some. The "hard" wheel was finally machined down to match the "soft" wheel to complete the job. A lot of heavy machining in three days work!



In July 1993, Harold Crouch was turning this right #2 wheel on Buffalo Southern RR, Locomotive #5010 (RS-11) at New York and Lake Erie's enginehouse in Gowanda, NY.

## History Corner

Rand Warner

### Circle Trip over three railroads

On June 16, 1940, the Railroad Enthusiasts Buffalo and Central New York divisions and the Rochester Chapter, National Railway Historical Society jointly operated the famous annual gondola car "Iron Horse Gallop" over the Arcade & Attica, Erie, and Pennsy railroads. The train left the Lehigh Valley Station in Buffalo at 8:20 am on Erie train No. 2 and return on Penny train No. 571 pulling in to the Buffalo Central Terminal at 7:15 pm.

Complete fare was \$2.00!

Ward Shaffer handled the Rochester business end. [*Railroad* magazine, June 1940.]

## Following the *Federal's* trail

by Gale Smith

On September 17<sup>th</sup>, the *Federal*, owned by Dave Luca, was among about ten cars in the AAPRCO consist as it passed eastbound through Rochester. At this viewing site on University Ave., the consist passed by at about 12:37 PM, thus passed Amtrak's station at about 12:34, with a posted time of 12:30 on the Internet. If you look closely on the right-hand side, you will notice an arm waving to the track-side "crowd" of four; it belongs to Janet Dittmer! Thanks, Janet!!

This train was following a long auto-rack train by about several minutes. At Fairport, the AAPRCO train was passing the auto-rack, and Jim East was all posed to take a picture, but he was on the wrong side!



### ... and at Rensselaer:

Dave Scheiderich was at the Rensselaer station to take this picture of Dave Luca on the porch of his private car, the *Federal*, on Sept. 17. He was watching as the AAPRCO train was shoved from the station to the Amtrak facility located north of the station. Thanks to Dave Scheiderich for forwarding this shot to *The Semaphore*.

After some switching, the AAPRCO train traveled on to Steamtown in Scranton for their convention.

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Chapter Meeting & Program:  
**Slides of the Delaware  
 & Hudson**  
 by Ken Kraemer  
 7:30 PM  
 Thursday, October, 19, 2006  
 40 & 8 Club  
 933 University Ave.

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*Printing & Mailing:* Bob Miner, Gale  
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<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			
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