



# The Semaphore

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

**June 2007**  
**Volume 49, No. 10**

## Program for June 21:

### It's That Time of the Year!

... when Chapter members and guests get to "inspect" and enjoy a year's worth of dedicated work by our volunteers on the Chapter's railroad (Rochester & Genesee Valley Railroad), construction of new yard trackage, upgrades to the Restoration Building, Industry Depot and yard—and many other objectives.

The next three meetings will be held at the Industry Depot on NYS Route 251. Someone will probably be on the grounds around 6:00; sometime during the evening (about 7:30) a short business meeting will be held. The rest of the evening will be spent "inspecting", "browsing, or "riding" various rolling stock that the Motive Power group assembles for your enjoyment.

**Guests are welcomed!** This is a good time to recruit new members to the Chapter!

**One word of CAUTION.** Railroad equipment is DANGEROUS!. Children need to be closely monitored by the accompanying adults!

### Future Programs (Subject to change!)

#### **2007**

**July 19:** At the Depot, Industry

**Aug. 16:** At the Depot, Industry

**Sept. 20:** *Buffalo Central Terminal*  
by Bill Bigler

**Oct. 18:** *Keys, Locks and Lanterns*  
by Jeremy Tuke

#### **Chapter Library**

11 May Street, Webster (by OMID Tracks)

**CLOSED UNTIL FURTHER NOTICE**

### **Reminder on Tioga Central Dinner Train Trip on June 30:**

Departs: Park-n-Ride lot at NYS Rte. 251 and I-390 (Exit 11) at 1:00 PM **Sharp!**

Returns about 11:30 PM.



The R&GVRRM's F-M H12-44 #1843 rests on newly built Track #8 in the restoration building yard. As time permits, the dirt bank to the left will be pulled back even further to give the museum even more usable work area around the building. [Chris Hauf photo and caption.]

### **Restoration Building yard track install COMPLETE!**

*by Chris Hauf*

After three weeks of construction, our restoration building railroad yard track is installed up to both doors of the restoration building. This work included installing switches #7 & #8 and the installation of connections to sidings #6 & #7 and the complete install of siding #8 to the east bay of the building. The work has handled by our contractor, Nicholas P. Giambatista, out of Syracuse with help from many of our volunteers. Nick and his crew did a great job for us, and we appreciate them working with us to get the job done for opening day! Our yard was ready, and we were able to clear our main of the four freight cars and Erie caboose on Sat. May 19<sup>th</sup> to allow for Sunday operations to commence on Sunday the 20<sup>th</sup>.

Thanks go out to many of our volunteers who helped me as the Project Manager to get ready and to make the job happen. I am sure I will miss someone as a lot of people lent their talents so please forgive me. My MANY thanks to Dan Waterstraat, Mike Dow, Scott Gleason, Sam Swisher, Joe Scanlon, Dale Hartnett, Jeremy Tuke, John Stewart, Jim Johnson, Bob Achilles, Norm Shaddick, Don Wawzyniak, Bob Mader, Art Mummery, and Dave Peet. Without all of

their help, this project would not have been as successful as it was.

In total, we consumed over 100 switch timbers, over 400 regular ties, over 10 kegs of new spikes, over two kegs of bolts, over 600 tons of ballast, and many tons of track and switch parts. It is nice to see all of this material in use and not in storage!

And yes, we also consumed a lot of money to complete this effort. While money well spent, the funding of this project, the first of our three 'Building Tracks to the Future' capital campaign goals, has reduced our Restoration Building Fund and Capital Campaign fund to nearly \$0.00. We still have our Building Floor fund, but with the LA&L siding as our next goal to be completed in 2007, we need to rebuild our capital fund quickly! Can you help? Donations are welcome, and we can use everyone's help to open doors for the Chapter to present our case to other groups to continue our fundraising goals outside of the Chapter. If you have an idea, please contact Jeremy Tuke, Dave Luca or Chris Hauf.

Thanks again to everyone that help and thanks again to Nick and his crew for doing a great job for us! I hope everyone will come out to one of our summer meetings to see our new yard in person. It is quite a sight!

## Track Car Operator's Schedule

by Harold Russell

<b>June 17:</b>	Al Emens Jay Consadine Kurt Zobel Bob Fleck
<b>June 24:</b>	Chris Playford Jerry Doerr Bob Moore Dave Mitchell
<b>July 1:</b>	Ira Cohen Bob Mader
<b>July 8:</b>	Phil McCabe Gary Dettman
<b>July 15:</b>	Bob Moore Ryan Kane Jay Consadine
<b>July 22:</b>	Bob Achilles Chris Playford Jerry Doerr

Operators are still needed for July 1, 8, 15 and 22. If you can help, call Harold Russell, 427-9159 or e-mail: haroldrussell @juno.com.

## Laptop Woes

by Chris Hausler

Although the remaining one laptop does seem to work, I'm still worried that as the other identical unit failed, this one will too. Several avenues are currently being followed to acquire replacements which may succeed but it would not hurt to have a few laptops in reserve as its getting hard to find new ones with the necessary hardware.

The requirements are that it have a built in serial port. A USB port won't work. A built in floppy disk drive, once again a floppy disk drive running off of a USB port is not supported and finally, a hard drive and in this case the smaller the hard drive, the better, two GB or less is best although I do have some partitioning software which I believe will handle larger drives. Of course, a color display is wanted too but I'm assuming that finding anything without one would be real hard these days.

Contact Chris at 585-334-4445, or jchausler@earthlink.net.

## Depot Guides Schedule

by Dave Peet

**We still desperately need depot guides for Sundays!** Here's who has volunteered so far this year.

Please contact Dave Peet (586-8964) if you are available, even for only part of the day!

**May 20:** Rand Warner  
Jeremy Tuke

**May 27:** Bill Benzing

**June 3:** Tony Mittiga  
Chris Hausler

**June 10:** Open

**June 17:** Dave Peet  
Bill Benzing

**June 24:** Open

**July 1:** Rick Israelson

**Rest of July:** Open

## Chester A. Haak

Mr. Haak, of Livonia, died May 27 at age 92. He was a banker for 32 years. He considered his most exciting venture was the development and success of the LA&L (Livonia, Avon and Lakeville) Railroad.

With his financial knowledge he became a community activist spearheading many funding activities for various community groups.

## Membership Report

Jessica Stallone, Chairperson  
membership@rochnrhs.org

### Late Renewal (update you Roster)

**W. David Warner**  
14007 Shippers Lane  
Rockville, MD 20853-2666  
(301) 460-8172

### New Members - Welcome!

**Brian Szybist and family (John, Kevin and Joan Aiello)**  
250 Buckland Ave.  
Rochester, NY 14618  
585-442-3496

**Arvid F.H. Lakeberg**  
47 Radcliffe Rd.  
Rochester, NY 14617-2711  
arvidfh@yahoo.com  
Interested in Trips.

\*\*\*\*\*

## Chapter & National dues

Regular: \$42.00

First family member: \$11.00

Additional family members: \$4.00 each

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

Subscription to *The Semaphore* only: \$10

## Help needed to reissue: "Canal boats, Interurbans & Trolleys: The Story of the Rochester Subway" book.

by John Stewart

As some of you may know, the chapter published a book titled: "Canal boats, Interurbans & Trolleys: The Story of the Rochester Subway".

This book has been out of print for some time, and the original plates are no longer available. The demand for this book remains high, and our publishing options are now much different.

Otto Vondrak has volunteered to layout a new edition and get it ready for publication. Our first pass will be to recreate the existing work. However, once that is accomplished the door is wide open for revisions and addition of additional content.

We are looking for volunteers who can retype, and proof chapters and captions into Microsoft Word documents. We have copies of the original work that can be used for this purpose. Please contact me if you can help.

Our motivation to republish this work is two-fold. First, to get back in to historical publishing, and second, to generate revenue to allow us to support our various projects.

Some of you may ask, "Why don't we just scan it?". I asked that question myself, and did some research.

Here are some things I learned:

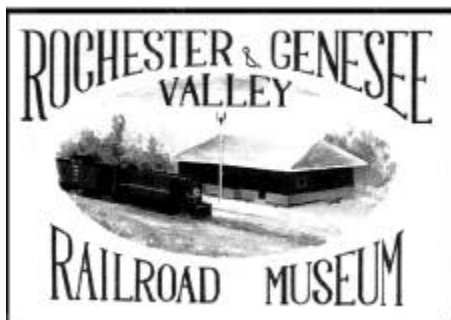
> The scanning and de-screening process is not something the average consumer can do at home. I was quoted \$10 per page commercially.

> The new version will be of a lesser quality than the original.

> There no option for updates.

> The work involved is substantial.

Please let me know if you can help. John Stewart, 585-387-9185, RGVR@rochester.rr.com



## Motive Power

by John Redden

### Steam Team / Motive Power

Pete Gores and Ron Amberger continued taking measurements, and making inspections on the pressure vessel for the Vulcan BNY 12. A number of ultrasonic thickness measurements were taken with Ron's newly purchased thickness tester, and they also performed dye-penetrant crack checking on a number locations around the boiler.

The cleanup and priming of the front pilot beam on the Heisler Fireless locomotive continued this month. This is in preparation for the installation of our custom-made oak blocks, and front coupler mounting.

### Diesels

Our 80-ton team of EK-6 and 1654 were called upon to do some major switching moves this month. Upon completion of our new upper yard complex, we needed to remove the freight car string from our main line, and park it on sidings six, seven, and eight. In addition, the Fairbanks Morse H12-44 was towed up onto siding eight, in order to prepare it for battery changeouts. This work was completed just in time for season opening, and the mainline was clear, for the first revenue track-car runs of the year.

Luther Brefo found the apparent cause of the water intrusion into the number one prime mover on 1941. This has been a vexing problem, because we never really understood how water was getting into the engine. It turns out, the muffler is mounted in a shallow well in the top of the hood. Evidently this well had been collecting water over some period of time, and had corroded a significant portion of the muffler. This must have been the cause of our trouble, and Joe and Luther are now investigating a replacement muffler, as well as a better way to weather proof this area on the locomotive. Thanks, Luther & Joe.

### Plymouth Gasoline Locomotive

Painting of the cab components on the Plymouth continued this month. A set of reproduction hex head bolts was fabricated

**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

by Kevin Klees, in our machine shop. These will be used in assembling the cab side sheets and trim. They have a thicker head that is crowned on top as opposed to a modern bolt, which has a flat top. Fabrication of one of trim pieces that covers up the edges of the cab side sheets is also complete. The originals were too badly rusted and bent to be reused. Fabrication of parts to mount the bell onto the locomotive has begun. We have procured a nicely sized six-inch diameter brass bell that we plan to have engraved with the restoration date.

Now that the yard tracks north of the restoration building are complete, the next step will be to get the Plymouth onto live track by closing the 40-foot gap between the track it is on and the northeast door of the building. Look for the Plymouth to move out of the building under it's own power soon. This should be much more dignified than when it was pushed into the building by several volunteers, some eight years ago.

Thanks to all of our Motive Power volunteers, and also to Norm and Kevin, for their input to this article.

## Season Opening

by Rand Warner

It was a real "photo finish", but we did get all the critical work done for the Season Opening!

Various track work project completions allowed necessary relocation of locomotives and cars (See Track Department).

Motive Power and Rolling Stock relocations were completed just before the weekend by John Redden, Norm Shaddick and Crews.

Track cars had been tweaked up as necessary by Bob Mader, Norm Shaddick, and helpers.

Depot and grounds cleanup was undertaken by Chris Hausler, Rand Warner and Co.

Outdoor benches and tables were painted by Charlie Mark's Boy Scouts from Brockport, after prepping by Dave Peet.

Dale Hartnett and others cut grass and weeds with mowers and trimmers.

Rand Warner and Jeremy Tuke covered Sunday Depot hosting and were amazed at the Season Opening visitor turnout - this is

## ELECTION 2007

by Harold Russell

The Rochester Chapter's 2007 election was held May 17<sup>th</sup>. Two non-officer trustees were to be chosen for two year terms each from a slate of six, well qualified candidates.

The election rules in the by-laws state that the winning candidates must receive a majority vote. (greater than 50% of the votes cast) One candidate, **John Stewart**, received the required majority. Congratulations John.

Of the remaining five candidates the votes were nearly equal with none obtaining the required majority. As a result the nominating committee declared the trustee position vacant. In this case the by-laws require that the "trustees, by majority vote, shall appoint a Chapter member to fill the office until the next election. The remaining term of the office shall be filled by the nomination and election procedure ..." At the June 7<sup>th</sup> meeting the Board of Trustees, by a majority vote, appointed **Ronald Amberger** to the vacant non-officer trustee position. Ron who received the most votes of the five remaining candidates, will hold this office until the regularly scheduled 2008 election. Congratulations Ron.

The nominating committee would like to thank all the candidates who ran for office. We appreciate your willingness to serve the Chapter and assure you that in 2008 when all of the officer trustee positions and most of the non-officer trustee positions become vacant, you will be called on again.

## Don Shilling donates his "Modules" to NYMT

Many of us are aware of Don's interest in history of all aspects. He is our Chapter Historian, has written four or five books in the "Images of America" series and lectures at RMSC. Some of us are also aware of his devoted admiration of translating history into finely detailed modules, measuring 22 by 24 inches in HO scale. He recently donated 16 of them to NYMT for a rotating display. The late Ted Thomas constructed two tables with rotating platforms. This allows the modules to make a complete rotation every minute so that observers can view all angles of his fine workmanship. Most are of Victorian era scenes and include a railroad as it applies to the period. They will be displayed two at a time in the corridor. Be sure to visit! [NYMT's *Headend*, Spring 2007, Page 9]

## GVT High Rail Truck

by Rand Warner

Dr. Mader, assisted by Norm Shaddick, Sam Swisher and others, has spearheaded a "frontal attack" on the truck's front disc brakes.

Along the way over the last several months, various other electrical, mechanical and fuel system components have received attention.

We should soon see this truck doing yeoman service around our total rail complex - both on roads and on rails. It is a sturdy, capable unit.

## Rochester Lockport & Buffalo Rwy

by Rand Warner

Bernie Cubitt & Co. had a nice write-up in the Saturday 12 May 2007 *Democrat & Chronicle*, covering the relocated and restored Spencerport trolley depot.

The project is now basically completed, with library and exhibit rooms upstairs, and shower and laundry rooms downstairs for the boaters and hikers using the canal. It makes a real inviting visitor destination.

### RL&B rails exposed

Last year, the village excavated a section of West Ave in Spencerport to update water lines. What did they find? Rails and ties for the Rochester Lockport and Buffalo Railway interurban below street level. They had just been covered over, which was a common technique, that was used in Rochester as well.

## Tours of salt mine at Mt. Morris No-Go.

by Lynn Heintz

Lynn Heintz has been trying to arrange a tour of the Mt. Morris Salt Mine and its railroad, without any success. They curtailed tours after 9/11. More recently the Homeland Security paid them a visit and strongly advised the mine to cooperate with the new government regulations regarding mining at all US facilities that use explosives. Currently the only way into the mine is to hire on, AND new hiring comes with greater scrutiny than a pistol permit!

## Access Roads

by Rand Warner

Scott Gleason and Dan Waterstraat have put in considerable time with our access and service roads, especially around the Restoration Building and new yard area to the north of the building.

This pays dividends for volunteers, staff and contractors alike. Thanks Guys!!

## 1939 Ford REA Truck

by Rand Warner

Lynn Heintz has found all needed ignition and fuel system parts. By the time you read this, he and Bob Mader will probably have it started up and running, with the new motor donated by Bob Malley.

We currently have upwards of \$300 in the restoration fund for this truck. Lynn keeps finding needed parts via the internet and e-Bay. His latest find is headlights. The \$300, and more, will be needed for body work, paint, lettering and signage.

This truck will be great for parades, advertising special events, possible on site use and as part of an end-to-end railway express operating exhibit.

Lynn is selling steel industrial shelving to raise more monies of this worthy project.

### 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](mailto:ejredde@frontiernet.net).

## Antique drill press available

by John Stewart

The Chapter has an antique drill press for sale. It is a Silver Mfg Co Advance No 17 model; pictured here. It appears to be in working condition.

This is surplus and not required for our machine shop.

We have had this for sale on Craigslist, but have gotten no takers. This could be yours for a reasonable donation to the chapter. First come, first serve.

Please contact me via email, or at 704-8885. I can drop off in the Rochester area. Thanks, John

## Logging Locos in Rochester??

By Rand Warner

How could this possible be??? Well, it happened at the large Genesee Brewery complex on St. Paul Street, south of Smith Street Bridge, and long the east side of the Genesee River (and gorge).

There was (and still is) extensive wood trestlework getting into the plant, right on the edge of the Genesee Gorge. There were also many sharp curves on trackage in and about of the many buildings.

As a result, the New York Central assigned Shay locomotives to service this customer - a large and active customer with daily shipments. They were substantial size Shays, and some of them were totally boxed in so as to be less frightening to all the horses and wagons in the same area.

Another interesting aspect of this operation was wood body reefer cars painted and lettered for Genesee Brewing Co., Inc. Ever see one of these? That would be really neat!

The hazards of working this branch was described in "The Snowflaker" — a good read about local railroading in steam days. This book is now out-of-print, but our library does have a copy.

Also while inventorying the papers saved before the Rochester's NYC Station was demolished, I came across a blueprint of the trackage that served this area, and made a copy (white print on black). The amount of trackage serving many industries was extensive. My aim is to reverse the copy.





## Possibilities?

*suggested by John Stewart*

We have all three, a Plymouth Locomotive, a side dump hopper and a cable shovel!

Photo ID: Dennings Point Brick Works, Beacon, NY, Date unknown

## Leatherstocking Chapter endures water problems — again

Last year, the Chapter's railroad (Cooperstown and Charlotte Valley Railroad) had damage to its railroad from the heavy rains that flooded that section of New York State.

This year, their old friends, beavers, have return to add to their headache. The beavers are certainly industrious. They built three dams blocking drainage culverts. The resulting water build-up would have undermined the roads trackage if the dams were not removed. But the beavers are getting smarter—instead of building the dams at the entrance to the culverts, they are building them inside, making it harder to remove.

### **Visit our Websites for color!**

**Our webmasters put current and past photos, in color, on the Chapter's two websites: [www.rochnrhs.org](http://www.rochnrhs.org), or [www.rgvrrm.org](http://www.rgvrrm.org)**

Past and current issues of *The Semaphore* are on <[rochnrhs.org](http://rochnrhs.org)>

**Contributors to this issue:** Ron Amberger, Chris Hauf, Chris Hausler, Lynn Heintz, Dave Peet, John Redden, Harold Russell, Jessica Stallone, John Stewart, Jeremy Tuke and Rand Warner and various publications as indicated.

## Track Department

*by Rand Warner*

Mike Dow & Co., have resorted and repiled and stacked our 80# DU and 90# RA track hardware for ease of access for ongoing track construction.

Mark Pappalardo & Co. have now completed the project to replace timbers and ties at Switch #4 near the Depot.

John Redden & Co. have now completed changeout of the frog at Switch #4.

Mike Dow & Co. have now completed reassembly of an almost new Switch #4.

Many many people have assisted on this major project, including Duncan Richards, Kevin Klees, Jessica Stallone, Mike Roque', Dave Scheiderich, Chris Hauf, Steve Huse, Luther Bofro, Rand Warner, Dan Pohler, Dave Chapus, Rick Israelson, John Stewart, Dale Hartnett, Don Wawrazinack, Dave Peet, Norm Shaddick and others.

Now we really need to get busy on our annual weed spraying program for all our main line and yard tracks.

### **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.

## 2007 National NRHS Convention

"Chattanooga Rails 2007", the 2007 National NRHS Convention, is August 21-25.

Pre-registration (\$15) can now be made. Write to Chattanooga Rails 2007, 2025 Zumbahl Rd., PMB 87, St. Charles, MO 63303-2723. Consult your October issue of *NRHS News*.

Also Convention information is available at: [www.chatrails.com/](http://www.chatrails.com/)

### **Dues increase on agenda**

The National is proposing increasing the yearly dues to \$33.00. This proposal is based on comparing dues structure on comparable organizations, the lack of a dues increase for several years, increased costs in fulfilling the National obligations to its members, and planned improvements in operations, communications with members and added services. This beyond what the individual chapters will access their membership.

This proposal should make for some lively discussions at the Convention!

### **National has survey posted on the Internet.**

The National officials are interested in your opinions on a series of topics. They have posted a survey form on the Internet. It can be found on [www.nrhs.org](http://www.nrhs.org). (There is a more direct URL, but to get all those characters correct is beyond my typing abilities!)

## Traction Action

*by Rand Warner*

Trolleys started running at NYMT on Opening Day, May 20<sup>th</sup> - as advertised.

Jim Dierks had gotten several good articles published in the *Democrat & Chronicle* in recent months.

Extensive track rehab, trolley checkout, and crew training preceded season opening.

Jim Johnson, Dick Holbert and Charles Harshbarger continued work on the new remote start/stop feature for the trolley power substation.

We will be looking for more poles and bracket arms going up by Bob Achilles and Charlie Lowe, using our bucket truck.

Rand Warner will be extending the area of bonded rails.

We should soon see both Philadelphia & Western #161 and #168 in operations - may be by the time you read this.

## Good rail and tram news from Dalian China

by Ron Amberger

**Trams:** The historic trams are still running on the 402 line out to the east of downtown and starting at the main railroad station. I rode part of the line today. The 201 line which was abandoned, wires taken down and replaced with buses is coming back to life. New street rails (rails with a flange trough) are being laid in place of the old standard railroad rails and the 402 and 201 lines are now re-connected in front of the main rail station. Historically they were connected at this point, but the rails were paved over about 10 years ago which isolated the 402 line from the car shop. A new car chop was build on the 402 line at that time to service that line. New wire support poles are in place starting at the end of the 402 line and extending about 1.5 km to the west along the 201 line. The support poles in front of the railroad station have been set between the lines which is the way poles were placed historically in Dalian. These present an interesting traffic hazard for the hectic traffic here. Perhaps, auto traffic will eventually be banned from this section. We can only speculate about which type of cars will be used on this new line or whether it will follow its old route all the way, connect to the existing already long 202 line or have its old route extended northward. You can view a historic picture of the Dalian station on my web site at <http://www.rit.edu/~rfaite>.

**Passenger trains:** The number of passenger trains in and out of Dalian has expanded from 42 last year to 88 this year. New are high-speed, bullet-type trains. These are electric powered sleek, double ended equipment with no visible locomotive. The lead unit seems to be about half equipment and half passenger (a'la the Empire turbos). These make the non-stop run to Shenyang in 3.5 hours cutting about one hour off the time of last year's fastest trains on this route. I plan to ride this train soon to check it out. I expect that it is extra fare. The railroad can compete well on this route with center-city to center-city times better with these trains than by aircraft and more reliable. China air lines are still notorious for late departures and arrivals and cancellations. Dalian airport is also has a lot of weather related problems that cause delays and canceled flights. When it rains the airport usually closes since both east and west approaches to the single runway pass over ridges. Otherwise, intercity trains are still hauled by a mix of DF4, DF11, GE U-36C boats (diesel), and SS9 (electric) locomotives. >>>>

On the city beautification front: All outdoor advertising signs were taken down over the weekend in a massive project to beautify the city (it worked!).

## Call for Photos - 2008 Calendars

With our 2007 Rochester Chapter NRHS full-color Rochester Subway calendar sold out, we are quickly turning our attention to getting our 2008 calendar offerings ready to print this spring when we can take advantage of some better printing discounts. Typically we have published one calendar, but with the ability to print small quantities, we could offer one, two or even three different calendars for sale.

For 2008, we would love to be able to offer another full-color Rochester Subway calendar. We already have the start of some good content for a full-color Greater Rochester area railroading calendar in the 1950s and 1960s. And in the past, we have had success with a full color Rochester & Genesee Valley Railroad calendar.

Have photos in the categories above? Have an idea that you think would have a market and have the photos to back it up? We would love to hear from you. Since our calendars are done digitally, any film images you might want to contribute will be scanned and quickly returned to you. We also welcome digital images, however, they need to be high quality, 4-megapixel or better images.

If you have something to contribute, please contact Chris Hauf ([chauf@rochnrhs.org](mailto:chauf@rochnrhs.org) 585-381-8583) before sending your images in to insure we can use them. Your help is greatly appreciated as our calendars are very popular, help to raise funds for the Chapter, and help to carry out our mission.

### Railroad History (courtesy of Phil Houle)

6/6/1947: The Pere Marquette Railway, principally a Michigan line, was merged into the C&O.

6/9/1832: The Strasburg Rail Road was chartered.

6/9/1873: The Syracuse Junction Railroad Company was incorporated. The road was built by the New York Central and Hudson River Railroad Company to take the two freight tracks of its four track system around the city of Syracuse, NY.

[*American Rail Link*, Issue 308]

## Annual Banquet Held at Hawthorne's

by Jeremy Tuke

Membership banquet was held on June 3rd at Hawthorne's Restaurant. Members who attended enjoyed a delicious dinner of Prime Rib and Chicken French, and were treated to a fine showing of images from the Chapter's collection of negatives from photographer Robert Carper, presented by Chris Hauf. Chris also presented images of the progress made this Spring on the construction of the Restoration Building Yard complex. A good time was had by all who attended. Thanks go out to Jessica Stallone for orchestrating this fine event!

## Fairmont Cup Awarded

The prestigious Fairmont Cup has been awarded to volunteer **Dan Waterstraat**. Dan has been a tireless volunteer at the R&GVRR Museum for many years, contributing on both the construction equipment and railroad side of our operations. Dan was particularly helpful in assisting with equipment and material moves in conjunction with our contractor for the Restoration Building yard construction. He has also contributed with numerous other projects including battery charger and donation box construction, and equipment maintenance and repairs.

The Fairmont cup is awarded annually to a Chapter Member and volunteer who goes above and beyond the call of duty and makes numerous positive contributions to out

## Shows, etc.

**June 20:** *Steamtown Plans Delaware Water Gap Excursion*. A steam-powered excursion from Scranton to Delaware Water Gap to the annual "Founders Day" celebration. Train will depart the Steamtown Boarding Platform at 9 a.m. \*

**June 22, 23 & 24:** *Finger Lakes Live Steamers Open House*. Their facility is hard to find from NYS Route 31. Better is to take Exit 42 on the Thruway to NYS Route 318 East. Just as you pass the Outlet Mall, turn north on Whiskey Hill Road for about 5 miles. (You can leave your spouse off at the Mall, if you dare.)

**Oct. 20:** Fall trip on Amtrak and Adirondack Railroad scheduled for Saturday, Oct. 20 [*The Green Block*, March 2007]

**Sept. 21, 22 & 23:** *Finger Lakes Live Steamers Open House*. See directions above.

[\* *American Rail Link*, Issue 303]

## DID YOU KNOW THAT

by Harold W. Russell

The Gold Coast Railroad Museum located in Miami, Florida is well worth visiting. They have many noteworthy cars and locomotives in good condition. One of their most notable exhibits is the Pullman car, *Ferdinand Magellan*. The following information was obtained from the museum's web site and literature.

### BACKGROUND:

The *Ferdinand Magellan* is unique because in its modified form it is the only Pullman passenger car built for a U.S. President in the 20th century. (The other rail car was Lincoln's. He refused to ride in it as it was too fancy.) The *Ferdinand Magellan* was built in 1928 and was one of the last Pullman cars ever built as a private car. It was one of a group of six cars all named for famous explorers. In the beginning, these cars were all operated by the Pullman Company.

Prior to 1942 the President of the United States rode in a dedicated standard Pullman car. Usually, it was the *Ronald Amundsen*. After the start of World War II, White House aids suggested that the President should have a custom built car that would give him maximum protection. President Roosevelt approved the idea providing it would be used by succeeding presidents as well. As result, the *Ferdinand Magellan* was removed from service and sent to the Pullman Company's shops for rebuilding.

President Roosevelt's only request was that the car be a little more comfortable. The interior of the car was remodeled, the number of bedrooms was reduced from five to four and more room was allocated for the dining room and observation lounge. Special 5/8" thick steel armor plate was riveted to the inside of the sides, floor, roof and end panels. This was done in a manner that made it undetectable from the outside. Windows were replaced with special 3" thick laminated glass. The car had two escape hatches. One was located in the ceiling of the observation lounge and the other in the side wall of the president's shower. Because of the increased weight of the car (160,000 pounds to 285,000 pounds), special trucks were installed. It is claimed to be the heaviest rail car in the US. In 1985 the US Department of the Interior's National Parks Service designated the car a National Historic Landmark.

### PRESIDENTIAL SERVICE HISTORY

The Magellan was ready for President Roosevelt on December 18, 1942. At this time it was 14 years old. It had a specially



The Ferdinand Magellan at the Gold Coast Railroad Museum. [Photo by Harold Russell]

designed elevator on the rear platform for the ease of loading his wheelchair. Because of the war, only the word Pullman appeared on the side panels. When in presidential service, its train had precedence over all other trains. The car was usually stored in the Washington, DC area but did not have a permanent location being stored at various sidings at Union Station, the Potomac railroad yards, the Naval Gun Factory and in the subbasement of the Bureau of Engraving and Printing at the Naval Yard.

President Roosevelt traveled about 50,000 miles in the Magellan during his presidency. He preferred no faster than 35 mph. His last ride was to the Summer White House at Warm Springs, Georgia where he died on April 10, 1945.

President Truman used the car more than Roosevelt. During his famous whistle stop campaign in 1948, he traveled 28,000 miles and made 350 speeches from the rear platform. Truman's preferred speed was 80 mph. Reportedly this very heavy car at the end of a train at this speed gave the train crews great difficulty.

Dwight Eisenhower used the car very little—mostly on trips to his farm in Pennsylvania, once to upstate New York and for a state visit to Ottawa in 1953 to address the Canadian Parliament. Mamie Eisenhower used the Magellan for its last trip in government service in 1954 when she traveled to Groton, CT to christen the first

nuclear submarine, the *Nautilus*. The car stood idle for four years and then was declared government surplus. The Gold Coast Museum was able to secure it in 1959 after a series of complicated transactions with several government agencies.

In 1984 the car was taken to Washington, DC to participate in a national rail fan convention and inspection by the National Parks Service to determine its suitability as a national historic landmark. At the same time the museum asked the White House if President Regan would like to make a speech from its rear platform. The museum was surprised when the President elected to take it on a one day whistle stop campaign trip. The trip involved numerous police and secret service agents being stationed at 1/4 mile intervals along the railroad right-of-way. Heavy equipment was used to block every grade crossing. At the end of the trip, the car was returned to the Gold Coast Museum.

### Amtrak & GrandLuxe Rail Journeys to test Luxury Train Travel

Beginning this fall, travelers with an extra few days and money to spare will be able to climb aboard seven richly equipped vintage Pullman cars attached to Amtrak trains on three routes. During the test period from October until January 2008, this deluxe service will be provided on Amtrak's *Silver Meteor* (Washington DC to Miami), the *Southwest Chief* (Los Angeles to Chicago) and *California Zephyr* (Chicago to San Francisco).

The luxury cars will be attached to the back of each Amtrak train, which will continue to make regular stops. Each segment will be treated as its own separate train.

Reservation personnel will warn riders of possibility of delays. Miss Messa, vice president of marketing for GrandLuxe, formerly American Orient Express, doesn't expect any complaints as passengers will be pampered for that much longer.

Trip prices will range from \$789 to \$2,000 per person for one- or two-night journeys. That makes it more affordable to traditional GrandLuxe nationwide tours that cost up to \$7,000 per person.

Expect Luxury sleeping cars equipped with hotel-like comfort, a lounge with a live pianist and a dining car that offers five-course meals are examples. The seven-car train set will carry up to 47 GrandLuxe passengers.

[Cox News Service, 5/31 via *American Rail Link*, Issue 308]

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:  
**"It's that Time of the  
 Year" - Phase I**  
**June 21, 2007**  
**Industry 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 \$10.00 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:* Robert Achilles  
*Treasurer:* Don Wawrzyniak  
*Recording Secretary:* Dave Peet  
*Correspondence Sec.:* Chris Hauf  
*National Director:* Bob Miner

**Trustees:** Ron Amberger, Mike Dow,  
 Dave Luca, Mike Roque', Harold  
 Russell, John Stewart.

**The Semaphore Staff:**

*Editor:* Gale Smith  
*Printing & Mailing:* Bob Miner, Gale

**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				