

NEXT CHAPTER MEETING:
August 20
Enjoy Your Museum Railroad!
Bring a friend and enjoy
a relaxing evening train ride!



Our "Hammerhead" Alco RS-3m rounds the bend southbound at Scanlon's Curve during a photo runby during our July 2008 Chapter meeting. The distinct numberboards were replaced and restored by museum volunteer Neil Bellinger in 1990. Lehigh Valley 211 remains one of our most popular pieces of equipment, and will be one of the main attractions at this year's Diesel Days celebration August 22-23! PHOTO BY CHRIS PLAYFORD

Diesel Days are Here

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The Rochester & Genesee Valley Railroad Museum's premier annual event will be held August 22-23 2009, with a "preview" at the Chapter's August membership meeting on Thursday, August 20 around 6:00 PM. This year will mark our **eleventh annual** Diesel Days event, showcasing several pieces of our operational equipment. Plans are to operate R&GV 1654 (our ex-Army 80-ton centercab) and Lehigh Valley 211 (our RS-3m "Hammerhead" rebuilt with an EMD prime mover) as primary engines, along with cabooses Erie C254 and the Penn Central transfer caboose 18526. Our U.S. Army 1843 (our Fairbanks-Morse H12-44 formerly used at the Seneca Army Depot) will be kept on standby for relief. We may also be using one of our NYC *Empire State Express* passenger cars at the transfer point

to showcase progress with the important window replacement program (and provide shelter in case of inclement weather).

Our visitors will start their tour at the New York Museum of Transportation and make their way to our diesel equipment by electric trolley rather than track cars. This was the system we inaugurated last year, with great success. Passengers will board NYMT's ex-P&W trolley 161 for the ride to the new transfer point near BOCES Crossing. At that point they will then board R&GVRRM equipment for the ride south to Industry.

We will be needing the volunteer efforts of as many members as can help out, from Train Crew positions for qualified members, to assistance as Depot Guides, Car Hosts, concession and transfer point hosts. Please consider *(continued on page 5)*



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TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM ROCHESTER CHAPTER NRHS

WITH SYMPATHY

The Rochester Chapter extends its sympathies to Chris Hauf and his family upon the passing of his father, Robert Hauf, on July 30. Mr. Hauf was also an avid railfan, photographer and audio enthusiast. Born in Weehawken, New Jersey, he was an executive with the Singer Company in Elizabeth. Aside from supporting the NRHS, Mr. Hauf was also an enthusiastic member of the Susquehanna Valley Theatre Organ Society. In lieu of flowers, the family suggests memorial contributions may be made in his memory to the PAWS Animal Shelter, P.O. Box 149, Montclair, NJ 07042; The Rochester Chapter NRHS, P.O. Box 23326, Rochester, NY 14692-3326; or The Susan G. Komen for the Cure Breast Cancer 3-Day Walk, c/o Meredith Weidner, 1 E. 35th St., Reading, PA 19606.

UPCOMING CHAPTER PROGRAMS

We have many interesting and varied programs scheduled throughout the year as part of our monthly membership meetings. If you are interested in giving a presentation on any railroad subject at an upcoming chapter meeting, please contact Harold Russell at haroldrussell@juno.com.

August 20, 2009 - Join us at the Rochester & Genesee Valley Railroad Museum for our monthly meetings! Take this opportunity to enjoy a ride on our museum demonstration railroad and see the results of our hard work! As always, bring a friend and encourage them to attend!

September 17, 2009: The Rome, Watertown & Ogdensburg (known as the "Hojack") from Model City to Oswego, presented by John Stewart.

CHAPTER LIBRARY REPORT

Starting Sept 17, the library will be back with normal operating hours which are opening at 6:30 pm on chapter meeting nights and again during intermission. The Chapter Library is now located at the 40 & 8 Club on University Avenue in Rochester. Contact Bob Fleck, Library Chairman at: Rcfleck@rochester.rr.com.

CHAPTER SPONSORED AMTRAK TOURS

Join our Chapter tour guides Jim and Dianne East for another exciting year of chartered rail tours. Don't wait, make your reservation now! For price details and detailed information, please contact Jim East at (585) 377-5389 or by email at raileast@aol.com.

**Pre-Christmas Escorted New York City Trips
Friday, Dec. 11-Monday, Dec. 14**

PLEASE NOTE: Only the December 3-5 trip has been cancelled. Take Amtrak to New York City, enjoy shopping and dining before you take your orchestra-level seats for the Christmas Show at Radio City Music Hall.

**White Mountains Escorted Fall Foliage Tour
Friday, October 12-Tuesday, October 20**

SOLD OUT! This trip has sold out, but we are taking names to put on our waiting list, in case additional space opens up. Please email for details.



Lehigh Valley 211 arrives at Industry Depot with a full load of visitors during our well-attended 2008 Diesel Days event. PHOTO BY OTTO M. VONDRAK

JOIN ROCHESTER CHAPTER NRHS
Annual Dues: \$54.00
Rochester Chapter NRHS
P.O. Box 23326
Rochester, NY 14692-3326

PLAN AHEAD: Next Meeting:
September 17
7:00 PM at 40 & 8 Club



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: WWW.RGVRRM.ORG

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MOTIVE POWER DEPT.

RG&E 8: The traction motor brushes have arrived! The new brushes are better than the old ones, as they have shields that protect the leads. The leads on the old brushes were being damaged by the retaining clips. These shields should prevent this.

Your motive power team is charging ahead with the maintenance work on RG&E 8. Here is a breakdown of the work done:

Air compressors: On Saturday, Ron Amberger installed seven new valve cover gaskets. The eighth gasket is on back order but should arrive this week. The valves have been cleaned and should perform better than before!

Traction motor brushes: The old brushes have been removed from all four traction motors (48 total!). A loose brush holder resulted in improperly worn brushes in traction motor #4. Furthermore, half of the brushes in traction motor #3 were very short, allowing the copper leads to wear on the commutator. Luckily, no severe damage was done. Several other brushes also suffered from improper wear and damaged leads. We will sort through the brushes to weed out the good ones. We have also ordered 60 new brushes and they should arrive early this week (48 new brushes for the worst case scenario, plus 12 extras for future maintenance). The traction motors will be cleaned, adjusted, and re-brushed. Jim Johnson has a supply of 10-32 stain-



HELICOPTER TOUR: The view from above Switch 6 gives the impression of a helicopter tour of our property. Through the end of July, much progress was made in clearing additional area for our new West Siding. The track in the foreground is the Livonia, Avon & Lakeville mainline. The siding will house our stainless steel excursion coaches and make them readily available for future Fall Foliage trips. This view is looking south west. **ABOVE:** Back on level ground, our new-to-us Case tractor is proving to be a valuable tool (seen here operated by Jeremy Tuke), clearing the way for more siding construction. **PHOTOS BY DAVID SCHEIDERICH**

less steel screws that we can use to replace the old worn out screws that connect the brush leads to the holders.

Brakes: All brake pistons have been cleaned up. A very dirty process, all components were thoroughly cleaned, reconditioned, and reinstalled.

Air system: Dave Scheiderich is continuing his work on the battery compartment

and adjacent air equipment. We should be able to paint much of the compartment and misc. components in the coming weeks.

Air reservoirs: After ultra-sonic tests by Ron Amberger and Joe Nugent, it has been determined that the air reservoirs need to be hydro tested.

Batteries: The batteries are on hand and waiting anxiously to be installed! We need



MUSEUM NEWS CONTINUED



to do a couple things before they can go in: paint the battery compartment and fabricate a simple tray for the batteries to sit on. We plan to fabricate a battery tray to set the batteries on.

Brooklyn Navy Yard 12: The visit by Rick Messer of Strasburg Railroad went off without a hitch. He went over the boiler inside and out, made measurements and looked for problems. Generally, the boiler is in pretty good condition and the shell is good for more than the design pressure as far as we know at this point. He agreed that the crown sheet and crown stays definitely need replacing. The firebox sides are right on the line according to some spot measurements (more on this below). In an effort to save the chapter some time, Ron Amberger agreed to make some rather tedious measurements that he needs to complete the boiler code calculations on the boiler.

A summary of positives: The steam dome is good, and the steam dome reinforcement is good. All longitudinal and circumferential seams are good. The first two boiler courses are good. The smoke box is sound, but needs a draft control deflector and plate to be made. The tube sheets look good but need further examination for cracks. The backhead looks



TOP LEFT: Our newest acquisition from RG&E has been the subject of extensive work by our volunteers. Here we see Joe Nugent cleaning the brake pistons for RG&E 8. **PHOTO BY DAVID SCHEIDERICH**
TOP: Brake pistons lined up and ready to be cleaned. **PHOTO BY JOE NUGENT** **ABOVE:** We're thinking it will just be easier to install a bunk under RG&E 8 for Joe since he seems to spend so much time under there! **PHOTO BY OTTO M. VONDRAK**

good, but needs further calculation of suitability of stays (though we are not expecting to find any problems). Generally speaking, the boiler on engine 12 "is better than the boilers on some locos in regular tourist service right now."

On the minus side: The crown sheet and stays need to be replaced. We have more work to do ourselves before they can give the final report. Some additional measurements need to be made and sent to the

Strasburg Railroad so that they can finish the technical calculations for several of the boiler elements; stays, backhead, and tube sheets. Stay tuned!

Don't forget that we hold our motive power meetings on the first Saturday of every month, 12:00 noon at Industry Depot. Many hands make light work. We hope to see you there!

— Joe Nugent, Motive Power Supt.
and Ron Amberger

R&GV MUSEUM NEWS

DIESEL DAYS from page 1: helping out with this fun and busy event this year as we again showcase our wonderful museum and the operating equipment we have available. Watch for an announcement about how you can get your special yellow

volunteer's T-shirt! Diesel Days is our most popular event where we get to show off for the public all of our hard work from the past year. With your help, we can make it a great success once more!

—Otto M. Vondrak, Editor



Museum volunteer Mike Dow applies a fresh coat of black paint to the trucks of Lehigh Valley 211, helping improve the looks as we get ready for our annual Diesel Days celebration August 22 and 23. Look for additional cosmetic improvements to our equipment as we prepare for Diesel Days. PHOTO BY DAVID SCHEIDERICH



HELPING HANDS: It takes a lot of volunteer help to make a successful museum operation. Carlos Mercado (left) volunteers with the trolley operations at NYMT, seen here in between runs at Midway Station. Bob Miner (right) is a familiar face at both ends of the line, and often volunteers as Officer of the Day at NYMT. Bob also helps print and distribute *The Semaphore* each month. PHOTOS BY OTTO M. VONDRAK

ORDER BOARD



Diesel Days
August 22-23, 2009

End of Museum Season
November 1, 2009

www.rgvrrm.org

SAFETY FIRST

- Do you know locations of fire extinguishers and first aid kits?
- Do you know our address in case of reportable emergency?

R&GV MUSEUM NEWS



On the first day of August, Charlie Harschbarger (ABOVE, LEFT) works the Ford forklift while Scott Gleason (ABOVE, RIGHT) operates the Case tractor as crews rearrange some of our idle equipment and perform a little hosuekeeping at Industry Depot. Meanwhile, Ron Amberger (BELOW) and others enjoyed a lunchtime program of New York Central steam. PHOTOS BY OTTO M. VONDRAK FAR LEFT: During our July Chapter Meeting, member Irene Szabo got some air brake instruction from Jeremy Tuke in the cab of R&GV 1654. PHOTO BY DAVID SCHEIDERICH



From New York to California, via R&GV

Reluctantly, we give Mike Roque and Jessica Stallone the highball westbound as they prepare to move to Sacramento, California to enjoy some well-deserved sunshine and warm weather. Originally from Westchester County (Mike from Mount Vernon, Jessy from Yonkers), they transferred to Rochester Institute of Technology from SUNY Delhi in 2001. Both hold masters degrees in Information Technology.

Upon arrival at RIT, both Mike and Jessy became active members of the RIT Model Railroad Club, serving as officers. Migrating over to Rochester Chapter was an easy choice. Jessy even did a stint as Membership Chair for a couple

of years. When she's not enjoying a ride on our railroad, you could find her working on the Track Gang or helping with locomotive maintainance.

Mike has contributed to many track and restoration projects over the years. Most recently, Mike helped organize the Operations Department, and has been instrumental in safely training new train crews to help keep pace with our increased railroad activity. He has also served on our Board of Trustees, and will continue to help maintain our websites and blogs.

We wish our friends warm wishes and thanks for their years of hard work and dedication to help further the goals of our organization. —omv

Docents and Depot Guides needed for remainder of season

Our museum contains an exciting collection of artifacts and equipment that tell the story of Rochester's transportation history. To our visiting public, it's a pile of rusty scrap and decaying wood. Our Depot Guide volunteers are what make our collection come to life! Guided tours and verbal intereaction engage our visitors and help them undersand the scope of our preservation efforts.

Attached is the latest updated schedule for docents/depot guides at the depot for 2009. As you can see, the slate is wide open. Anyone can be a guide, all you need is a willingness to show off what makes our museum so special! If this is your first time volunteering, we'll pair you up with an experienced Guide.

Please e-mail Coordinator Mike Root at mikeroot@clearwire.net or telephone

585-223-4906 about any date that you can help us out. See the attached schedule for details Please sign up for tours and Sundays in August, September and October as shown on the schedule so we don't have to scramble as time gets near.

Thank you for your support! See you at the museum this summer!

—Mike Root
Depot Guide Coordinator

DATE	EVENT	TIME	DOCENTS NEEDED	DOCENTS
Fri. 8/14	Group Tour	10:30am-2:00pm	2	1. 2.
Sun. 8/16	Museum Ops/Group Tour	11:00am-5:00pm	2	1. 2.
Sat. 8/22	DIESEL DAYS	10:00am-5:00pm	5	1. 2. 3. 4. 5.
Sun. 8/23	DIESEL DAYS	10:00am-5:00pm	5	1. 2. 3. 4. 5.
Sun. 8/31	Museum Ops	11:00am-5:00pm	2	1. 2.
Sun. 9/6	Museum Ops	11:00am-5:00pm	2	1. 2.
Sun. 9/13	Museum Ops	11:00am-5:00pm	2	1. 2.
Sun. 9/20	Museum Ops	11:00am-5:00pm	2	1. 2.
Sun. 9/27	Museum Ops	11:00am-5:00pm	2	1. 2.
Sun. 10/4	Museum Ops	11:00am-5:00pm	2	1. 2.
Sun. 10/11	Museum Ops	11:00am-5:00pm	2	1. Rick Israelson 2.
Sun. 10/18	Museum Ops	11:00am-5:00pm	2	1. 2.
Sun. 10/25	Museum Ops	11:00am-5:00pm	2	1. 2.
Sun. 11/1	Museum Ops	11:00am-5:00pm	2	1. 2.

THE
SEMAPHORE

National Railway Historical Society



FROM THE ARCHIVES

SUMMER 1973
Vol. XIV, No. 14

Compiled By:
OTTO M. VONDRAK

Looking back 36 years ago, many interesting developments took place during the summer of 1973. The museum we now know so well as "Industry" was then identified then as "Oatka." The Chapter's Board of Directors met at Oatka Depot to plan activities for the coming season. Priorities were split between renovation work at the Depot and summer operation of the Chapter Store in the Livonia Depot. In those years, the Livonia, Avon & Lakeville was operating a popular steam-powered excursion from their headquarters in Livonia, and the Rochester Chapter operated a small gift shop inside. Chapter members also staffed a booth at the annual Monroe County Fair as another method to reach out to the public.

For many years, we enjoyed a special "interchapter" banquet shared with the neighboring Buffalo Chapter. The guest speaker for the November 1973 banquet would be none other than C. Burce Sterzing, Jr., then the president of the Delaware & Hudson Railway. Sterzing was popular with the railfans for briefly bringing in Alco PA's to power the remaining sponsored passenger trains over D&H rails.

With Rochester Chapter activity increasing around the newly acquired depot, new letterhead was produced by Henry Pape, also the Chapter's National Director. The familiar line drawing of our depot was produced by none other than Jim Dierks (Jim would one day become our neighbor at the New York Museum of Transportation).

Work sessions at Oatka Depot became the focus of the Chapter's activity through 1973. There were few work scheduled work sessions during the summer, but progress continued to be made. Henry Pape kept the vegetation ("jungle") at bay several times over the course of the summer. George Bauerschmidt had begun construction of a display track north of the depot and east of the platform. This would later become our Track 1, only recently removed as part of our general reconfiguration of Industry Yard.

Bob Zimmerman was busy scraping and painting the depot, and helping Georg Bauersdchmidt salvage track materials for eventual relocation to Oatka. Dick Barrett and Gerald Hott ("G.A.H.") refurbished and installed a lighting fixture in the center of the south waiting room (the room we currently have

open to the public). A major work party took place the weekend of August 18, when George Bauerschmidt, Dick Tickner, Bob Mader, Dick Barrett and Gerald Hott repaired the south end roof overhang with new plywood. Another section on the west end overhang was also replaced, and shingled. These repairs and materials were paid for by the proceeds generated from the successful Chapter Store in the LA&L's Livonia Depot.

Along with the Buffalo and Central New York chapters, the Rochester Chapter co-sponsored a trip over the Genesee & Wyoming Railroad for September 16. Scheduled to depart from the enginehouse at Retsof, the train was to consist of two Alco RS-1's, two cabooses, and two open gondola cars. The fare was \$7.00. Does anyone have photos from this trip to share with your current Editor?

The Semaphore staff was usually on recess for July and August, but this special edition was released to piggyback on the G&W trip announcement (which would have gone out late if they waited to send it with the September issue). In those days, the Editor was Arlene Koscianski, assisted by Pete Gores. Cost was \$2.50 a year.

This special issue closed out with a trip report from an employee of General Railway Signal. The author describes in detail his first trip over the relatively new Amtrak system, taking Empire Service Train #74 from Rochester to Grand Central Terminal. At Croton-Harmon, a former New York Central T motor hustled the train through electric third rail territory. The next day, our author heads to Penn Station for an afternoon departure on the joint Amtrak-Southern Railway "Southern Crescent." Hauled by a venerable GG-1 to Washington, D.C., Southern green-and-gold E8's took over for the trip to Atlanta. And what a trip it was! Arrival in Atlanta the next morning was two minutes early. For this report, we thank none other than David MonteVerde, today president of the Genesee Valley Transportation family of shortlines.

** Thanks to Jim McClennin for sending in old copies of The Semaphore so that we may share them with you in the coming months. **

NATIONAL RAILWAY
HISTORICAL SOCIETY

1949 NATIONAL CONVENTION

Sixty years ago this summer, members of the fledgling National Railway Historical Society descended upon the Flower City for their 1949 National Convention. The first conventioners arrived at the Hotel Rochester on Friday, September 2, greeted by Convention Chairman Fred Merz and his staff of volunteers (including Richard Hinchey, Bruce Johnstone, and Ward Schafer). The hotel lobby hosted a collection of scale models, photo albums, brochures and literature from railroads and equipment manufacturers, making our guests feel right at home. Rochester Chapter members made their personal automobiles available to escort visitors around the city on sightseeing tours and to meet those arriving by train at the New York Central station.

The schedule may seem a little odd compared to our modern marathon week-long events that are capped off with a banquet. In 1949, convention activities began on Saturday afternoon, when a chartered bus left the hotel at 4:00 for a tour of round-houses located within the city. Apparently fifty members paid a visit to the facilities of the Pennsylvania, the New York Central, and the Baltimore & Ohio.

The tour returned that evening for the Annual Banquet. More than 100 people settled in for a dinner consisting of shrimp cocktail with prime rib as the main entree. Rochester Chapter member George Remington acted as emcee for the evening slate of entertainment. Besides being Trust Officer of the Lincoln-Rochester Bank, he was also the current president of the Rochester & Genesee Valley Railroad (which was under perpetual lease to the Erie as their line to Corning). He introduced City Councilman George Kreckman, who welcomed the NRHS members to the city. Next, NRHS president Ed Hooper spoke about the state of the organization, and announced the formation of a new Kansas City Chapter (now



The lobby of the Hotel Rochester was stocked with model displays, photos, and railroad literature to welcome attendees of the 1949 NRHS National Convention. ROCHESTER CHAPTER ARCHIVES

celebrating their 60th anniversary of being the first Chapter chartered west of Ohio). Next, Rochester Chapter president Bruce Johnstone welcomed everyone and invited attendees to visit their headquarters, then located in the BR&P/B&O station on West Main Street. The evening's featured speaker was E. Herbert Taylor, special engineer of the Chesapeake & Ohio, who described the railroads operations and explaining the challenges facing a coal-hauling railroad in the Appalachian Mountains. The evening concluded with tenor Ray de Voll accompanied by pianist Francis Iogha serenading the banquet attendees late into the night.

High-stepping Pacific 5191 departed B&O's Main Street terminal at 10:30 the next morning carrying almost all of the convention attendees in three extra cars attached to the normal morning train to East Salamanca. Upon their 1:45 p.m. arrival at East Salamanca, members enjoyed a wonderful lunch at the railroad YMCA. Some folks opted for the chartered bus tour of Allegheny State Forest while others opted to inspect the engine facilities of both the B&O and Erie. The regular afternoon train took everyone back to Rochester. Upon their return, the NRHS Director's Meeting convened upstairs in the Rochester Chapter's offices. While some attended the business meeting, others visited the Kodak City

Model Railroad Club and their HO scale layout housed in the same building.

After the business meeting adjourned, conventioners found cars waiting to take them to a spot on the New York Central mainline just west of the city. From 11:00 p.m. Sunday night into the early hours of Monday morning, members delighted in the constant parade of named trains that flashed by.

Sixty-five members were on hand Monday morning to board a special tour of the Rochester Subway at City Hall Station. Former Utica Street Railway cars 2010 and 2006 carried the traction fans over the entire route from Rowlands to General Motors. The convention activities officially ended when the tour returned to City Hall Station, though some folks chose to stay in town and take a ride on the ferry across Lake Ontario to Coburg.

—Otto M. Vondrak



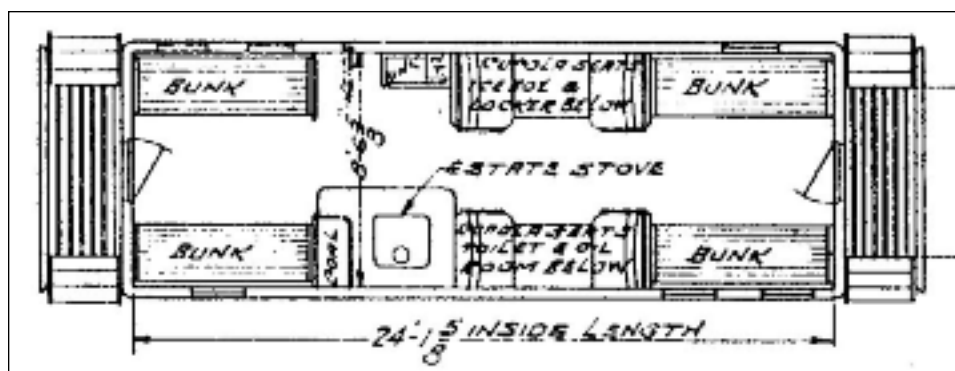
RTC 2006 and 2010 pause at Rowlands during the special chartered tour of the Rochester Subway on Monday, September 5, 1949. COLLECTION OTTO M. VONDRACK

ERIE C254

“The little red caboosie” is an American icon that has endured through generations, and our museum has an appropriate example in Erie C254. The Erie Railroad built 100 of this class of welded steel cupola cabooses at their shops in Dunmore, PA in 1945 and 1946. The class was numbered C170 to C269 and was the last class of cupola cabooses built by the Erie. After the construction of the C269, the Erie's Dunmore shops built one more caboosie, C300, a prototype bay window caboosie which became the model for 50 cars ordered from International Car Company. Many credit the C300 as being the model for every bay window model ever built by International Car for the Erie, EL, NKP, and others.

The C254 was built in 1946 and its current paint scheme resembles the paint scheme it would have worn out of the Dunmore shops. Within this class of Erie caboosie, there were two subclasses which differed in many dimensions. The C254 was part of the later group ranging in numbers from C222 to C269. The caboosie rides on modified freight car trucks and is 48,900 lbs in weight. These caboosies were of a welded steel design and are easily differentiated from the earlier series, C100-C169, which were riveted together. As of December 1951, cars C222 through C264 were radio equipped.

Many of these caboosies were passed on to Erie Lackawanna in 1960, and to Conrail in 1976, where this series of caboosie were Class N-3A. Caboose C254 became 19665 and was repainted into Conrail blue. As caboosie usage fell off



The restored Erie C254 at Giles Crossing. PHOTO BY CHRIS HAUF ABOVE: The floor plan included four bunk areas to house the crew away from their home terminal. ERIE LACKAWANNA DRAWING

through the 1980s, many were sold off to private individuals, museums, and historical societies. Other similar caboosies saved include the Jersey Central Chapter's C177 (which became Conrail 46197 assigned to MOW service) in Parsippany, NJ, and Western New York Railroad Historical Society's C216 (also assigned to the MOW fleet as 46196) in Hamburg, New York, and a privately owned C260 (CR 19676) in Perrysburg, New York.

Our caboosie was donated by Conrail to the Rochester Chapter in 1991, and since that time the caboosie has been under restoration inside and out. All new windows and window frames have been fabricated and installed.

On August 16, 1994, Lynn Cross generously donated his time and talent as a professional painter, to help us put the finishing touches on our caboosie. With help from museum members John Redden and Chris Hauf, two coats of “American LaFrance Red” were applied to the car. The paint was manufactured by ICI Autocolor and still looks as good today as

it did the day it was applied.

We have attempted to restore the interior to its in-service appearance while serving the Erie Railroad. Caboose C254 has proven to be one of the most popular pieces at the museum, with folks enjoying the view from the cupola as we roll down the line. In the future, it is also hoped to restore the roof walks, loop ladders, and grab irons cut off under Conrail ownership. All aboard! ■



Many folks had a hand in C254's restoration from Conrail blue to Erie red. Volunteer Lynn Cross applies the first coat of "American LaFrance Red" to the cupola of the caboosie during a August, 1994 work session. PHOTOS BY CHRIS HAUF

AT A GLANCE

Road/Number: ERIE C254

Built: 1946

Builder: Erie Dunmore Shops

Acquired: 1992



The Nickel Plate Road Historical & Technical Society will be holding their 2009 National Convention at the Holiday Inn at Grand Island. Activities start on Thursday, October 8 with a Board of Directors meeting. Convention attendees will be riding a special mixed train over the Arcade & Attica on Friday, October 9. The trip will include rare mileage and a chicken barbecue lunch. A train show will be held at the Holiday Inn on Saturday, October 10 (\$5.00 admission for adults, under 12 free). Saturday night will include the traditional banquet and contest awards. A special program detailing NKP operations in western New York and an auction cap off the evening events. Layout tours will be available on Sunday afternoon. For more information and details, please visit www.NKPHTS.org.



DEMISEISEPTCENTENNIAL OR QUARTOSEPTCENTENNIAL? On the occasion of the City of Rochester's 175th Anniversary on August 2, noted historian and Chapter member Donovan Shilling presented a detailed talk about the "Pathways of Progress" pageant featured in city's 1934 Centennial celebration. The souvenir program for the centennial pageant revealed the many historic vehicles that told the story of Rochester's early years, as seen from the grandstand at the Edgerton Park fairgrounds. From early Native Americans through horse-drawn wagons, the Erie Canal, steam locomotives, a rare Rochester horsecar, and a Selden automobile, the pageant showed how the city's growth was paced by developments in transportation. The show featured specially arranged music and over a hundred actors representing Rochester notables such as Daniel Powers, Frederick Douglass, and George Eastman. There was even a re-enactment of Sam Patch's famous leap from the Upper Falls! It is interesting to note that while the City of Rochester was in the depths of the Great Depression, they placed great importance upon and spared no expense to celebrate their centennial. The pageant was planned by Rochester native Edward Hungerford, who had previously created a unique transportation pageant for the Baltimore & Ohio's centennial in 1927. With a grandstand looking out on a long stage set with railroad tracks, the show included numerous early steam locomotives. The popularity of Hungerford's pageant led him to produce a similar show for the New York World's Fair and another for the Chicago Century of Progress Exposition in 1933. Hungerford authored many books on railroading and continued an active life of public speaking, travel and research, later retiring to his home in Pittsford. Our own Don Shilling is no slouch, either, having authored numerous articles and books documenting Rochester's rich history. PHOTO BY OTTO M. VONDRAK

Editor's Corner email: ovondrak@yahoo.com telephone: 585.820.2341

What a summer! If it's not rainstorms of biblical proportions, it's stifling heat and humidity. A few welcome breaks here and there, but for the most part a washout. Speaking of "washouts," I won't be at Diesel Days this year because one of my best friends from RIT is getting married the same weekend in New Jersey (how inconsiderate of him). This will be the first one I've missed in ten years!

It also occurred to me that after ten years at the museum, I've never had a chance at the throttle. Sure, I've been offered in the past, but the time never seemed right. Well, with my friend Mike Roque leaving for the West

Coast in a matter of weeks, I figured it was now or never. Mike gave me an hour of careful instruction in all manner of train handling. Then it was my turn at the throttle. Under Mike's watchful supervision, I carefully coaxed 1654 up and down our museum railroad. If I spent more time in Rochester, I'd certainly consider joining the training program and getting my certification. For now, I'm content to remain a student brakeman and occasional car host.

I hope to be back in Rochester this fall to enjoy some RIT Hockey. See you trackside!

—Otto M. Vondrak,



PHOTO BY MIKE ROQUE

EDITORIAL SUBMISSIONS: Any materials related to the activities of the Rochester Chapter, the Rochester & Genesee Valley Railroad Museum, as well as the history of Rochester's railroads are welcome for publication in the *Semaphore*. All written materials should be submitted as Microsoft Word or plain text documents, and all photographs as high-resolution JPEG files. Materials and inquiries should be emailed to the Editor at ovondrak@yahoo.com or call (585) 820-2341.

THE SEMAPHORE

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Chapter Meeting:

August 20

7:00 PM at Industry Depot
Route 251, Industry (Rush)

Next Chapter Meeting:

September 17

7:30 PM at The 40&8 Club
933 University Ave., Rochester

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DIESEL DAYS ARE HERE AGAIN: Our former Army 80-tonner 1654 climbs the Hill Block with our restored Erie Dunmore Shops caboose during last year's popular Diesel Days event. Enjoy a ride behind our vintage diesels August 22-23, 2009. All aboard! PHOTO BY OTTO M. VONDRAK