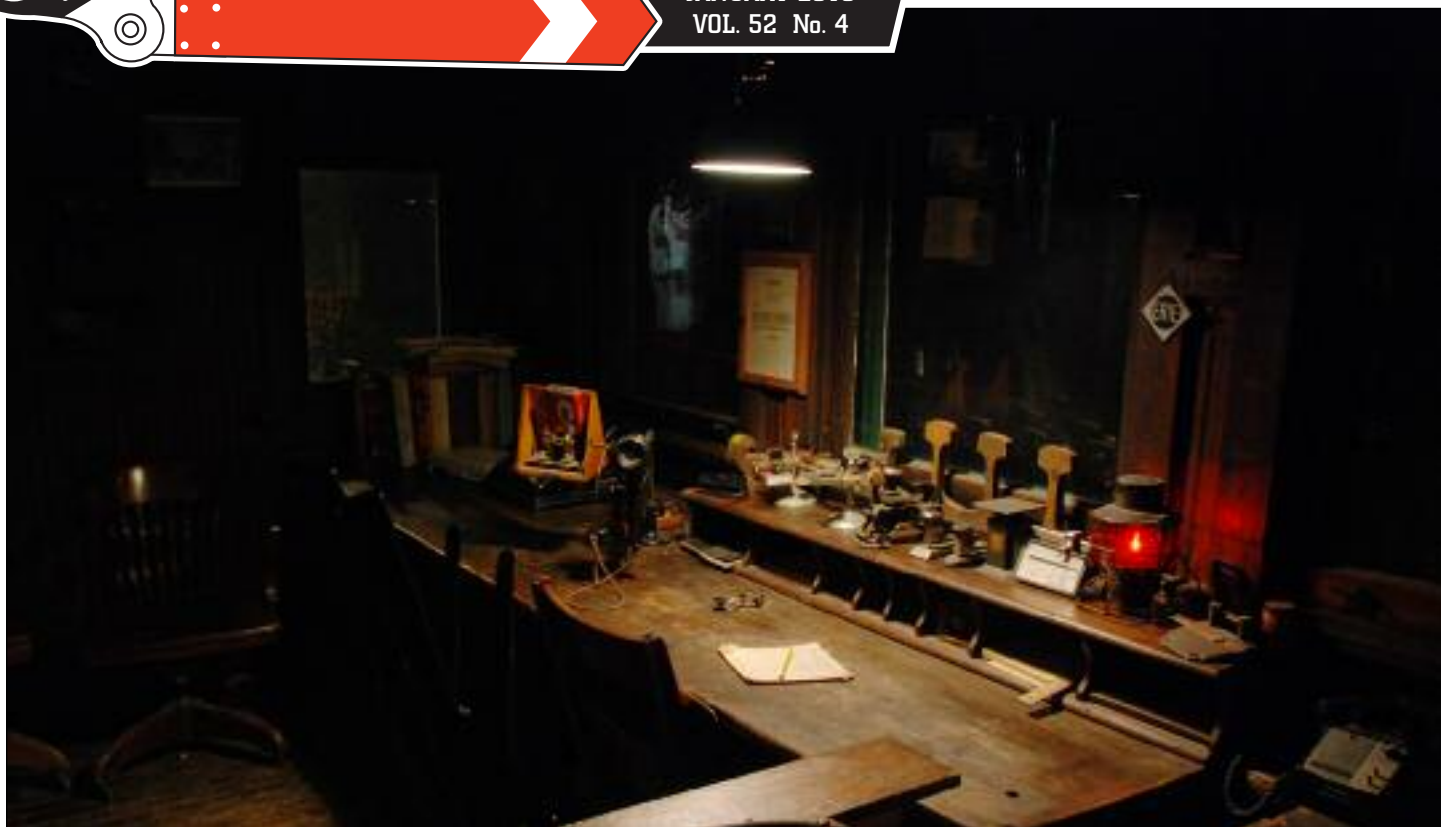


**NEXT CHAPTER MEETING:**  
**January 21**  
 "Movies From the 1950s"  
 featuring Canadian steam  
 and Rochester area diesels  
 by Ted Jackson



An after-hours look at the station agent's office inside Industry Depot, surrounded by tools of the trade. PHOTO BY DAVID SCHIEDERICH

# Off-Season Activities

## **INSIDE**

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Things may slow down because of the cold weather, but the work never stops around Industry Depot! As part of the Rochester & Genesee Valley Railroad Museum, the former Erie Railroad passenger depot has been an active project of our chapter for more than 35 years! Thanks to the hard work of volunteers more than a generation ago, we have a preserved a 1910-era country depot that has become the centerpiece of our museum experience.

A number of volunteers are working through the winter months to maintain the high-quality of our facilities and equipment. Visit the depot today and you'll find evidence of new water lines being installed. Volunteers have made sure our locomotives have been prepped and put away for the winter. Work continues in the Restoration Building on our former New

York Central *Empire State Express* coaches to return them to service. Already we're making plans for displays and equipment to entertain our visitors when they return in the spring.

As we look forward to a new year, we'll do our best to keep you informed of our activities. There's much to look forward to, too much to list here. Want to get involved? Just curious as to where we are headed next? This newsletter is a great start. Check page 3, where we list the contact information for our major department heads. They'll be happy to take the time to lay out our goals for the coming year. Perhaps you'll find a way to get involved (It's not all heavy lifting).

In the meantime, think warm thoughts as we work through the winter season!

—Otto M. Vondrak, Editor



# TRAIN BULLETIN

NEWS AND ANNOUNCEMENTS FROM ROCHESTER CHAPTER NRHS

[www.rochnrhs.org](http://www.rochnrhs.org)

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The official publication of  
the Rochester Chapter,  
National Railway Historical Society

Volume 52, No. 4

**EDITOR**  
Otto M. Vondrak

**PRINTING AND MAILING**  
Bob Miner  
Don Wawrzyniak

©2010 Rochester Chapter, NRHS. The Semaphore is published monthly by the Rochester (New York) Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member subscriptions are \$12.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday of each month, and the Board of Directors meets the first Thursday of each month. Any items related to the activities of the Rochester Chapter the Rochester & Genesee Valley Railroad Museum, and regional railroad history are gladly accepted.

### 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](mailto:haroldrussell@juno.com).

**January 21, 2010:** "Movies from the 1950s" by Ted Jackson, a member of the Rochester Chapter for fifty years. He was employed 37 years by Eastman Kodak as a statistician, retiring in 1985. Currently Ted is writing a book for the Chapter entitled "Erie Railroad's Rochester Division." His show will be presented on DVD, from 16mm movies shot in the 1950's. One of them will feature branch line Canadian railroading in steam. Another will feature first-generation diesels from Rochester area.

**February 18, 2010:** "A History of Dining Car Operations on the Erie, Lackawanna, and Erie Lackawanna." The show is a look at the origins and growth of dining car operations as well as how hundreds of meals were served every day through the end of service as well as the effort to recreate the dining car experience today. Tim Stuy is currently the President of the Erie Lackawanna Dining Car Preservation Society. He worked briefly for the Communications & Signals Department of Conrail. He was membership chairman of the Erie Lackawanna Historical Society 1985-1988. Tim founded the NYS&W Technical & Historical Society

in 1988 and served as president for 5 years. Tim founded the New Jersey Midland Railroad Historical Society in 1994 and served as its president from 1994 to 2008.

### CHAPTER LIBRARY REPORT

The library's normal operating hours include opening at 6:30 pm on chapter meeting nights and again during intermission. Many new book, video, and DVD titles have recently been added to the library archive for your enjoyment. 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](mailto:Rcfleck@rochester.rr.com).

### 2010 BOOK OF RULES CLASSES

New for this year, we are working on combining the three modes of operation (Train, Trolley, and Track Car) into a single Book of Rules. Attending one of these class sessions is required for anyone wanting to partake in operating on our demonstration railroad. You will not have to take separate rule classes for different modes again! Class sessions will be held March 6, April 18, or May 2, starting at 9:00 AM running until early afternoon. If you are planning to become an Engineer or Conductor, you will have to stay for the additional required Air Brake & Train Handling class that will last until at least 5:00 PM. All classes will be offered on the RIT campus in Henrietta. Details will follow next in next month's issue of The Semaphore, and by email.



Liberty Underground dug trenches for new water pipes to reach the depot (see page 8). PHOTO BY JEREMY TUKE

**JOIN ROCHESTER CHAPTER NRHS**  
Annual Dues: \$57.00  
Rochester Chapter NRHS  
P.O. Box 23326  
Rochester, NY 14692-3326

**PLAN AHEAD: Next Meeting:**  
**February 18**  
7:00 PM at 40 & 8 Club



# ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

VISIT OUR WEB SITE: [WWW.RGVRRM.ORG](http://WWW.RGVRRM.ORG)

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## MOTIVE POWER DEPT.

### 2010 MOTIVE POWER GOALS

**RG&E 1941:** (General Electric 45-Ton Switcher, built 1941) Rochester Gas & Electric 1941 is expected to return to service in the summer of 2010. The remainder of sheet metal repair will take place this winter. In the spring this locomotive will receive its final coat of paint. It will also receive all new glass windows, lettering and numbering, and an application of original RG&E logos. Finally, mechanical fine tuning will be performed in order to properly set engine idle speeds. Expect to see this little 45-tonner running for Diesel Days this year!

**RG&E 8:** (General Electric 110-Ton Switcher, built 1967) Rochester Gas & Electric 8 is expected to return to service in the spring of 2010. Work will continue throughout the winter to prepare this locomotive for service. Work left to do includes: installation of new traction motor brushes, reassembly of air equipment, testing of main reservoirs, traction motor suspension bolt replacement, new battery installation, and general clean-up. Once ready for service, this locomotive will take over as the museum's primary utility engine. This 110-ton center cab locomotive has the pulling capacity of a larger locomotive, yet retains the fuel efficiency

of a small switcher. RG&E 8 is the perfect year-round workhorse for our museum!

**RG&E 1950:** (General Electric 45-Ton Switcher, built 1950) Stabilization work will continue on Rochester Gas & Electric 1950 this year. Work will be done to protect the exterior sheet metal from further rusting. Furthermore, work will be done to keep enclosed spaces free of moisture, debris, and animals. This locomotive will not see true restoration work for another year or two.

**EK 6:** (General Electric 80-Ton Switcher, built 1946) Eastman Kodak 6 will see light repairs this year. This includes voltage regulator and reverse current relay repair or replacement. These repairs will keep EK 6 available as a back up locomotive. Time and weather permitting, stabilization work may also begin on the exterior of this locomotive. Years of sun, rain, and snow have taken its toll on EK 6's paint. All efforts will be made to prevent rust damage to exposed metal surfaces until this locomotive can receive a new coat of paint.

**EK 9:** (Alco RS-1, built 1950) No major work is planned for Eastman Kodak 9 this year. Aside from a few minor repairs, this locomotive will either remain on display or be placed into storage this year.

**US Army 1843:** (Fairbanks-Morse H-12-44, built 1953) No major work is planned for US Army 1843 this year, aside from some regular maintenance and paint stabilization. This locomotive will remain in active service as one of our heavy haulers!

**LV 211:** (Alco RS-3, built 1953, rebuilt as RS-3m in 1979) Lehigh Valley 211 will be placed back in service this spring. This locomotive was taken out of service last summer due to a set of dirty air filters. New filters were ordered, received, and installed. Cold weather prevented further operations of this locomotive in 2009, so it was winterized early in the season. Look for Lehigh Valley 211 to return to service as the museum's flagship locomotive this upcoming museum season!

**R&GV 1654:** (General Electric 80-Ton Switcher, rebuilt 1989) No major work is planned for Rochester & Genesee Valley Railroad Museum 1654. In fact, this locomotive will likely get to take a break as RG&E 8 and RG&E 1941 return to service early in the year. R&GV 1654 will likely be reserved for "behind the scenes" utility purposes and back-up passenger operations. This will give our more historic equipment more face time with the public!

**BNY 12:** (Vulcan 0-4-0T, built 1918) Investigative work will continue on Brooklyn Navy Yard 12, our 0-4-0 steam locomotive. The chapter will continue to work with Strasburg Railroad in order to determine the best route for this locomotive's restoration.

**CL&P 37:** (Heisler 0-4-0 "Fireless") No major work is planned at this time for our former Connecticut Light & Power Heisler fireless steam locomotive.

**RGV 1:** (Plymouth BL Gas-Mechanical, built 1915-1927?): Restoration work on our Plymouth gas-mechanical locomotive will continue as time allows this year. This includes further sheet metal fabrication and paint. This locomotive is also currently undergoing an oil change and complete system maintenance.

**NKP 79:** (Alco S-4, built 1953) This privately owned locomotive has been an important part of museum operations for many years. The owner has taken this locomotive out of service to address a list of minor repairs. These repairs include main generator cover repair, aux generator brush replacement, cooling fan drive service, and governor power-piston seal replacement. The owner will also be performing rust clean-up and spot priming. These tasks will be addressed by the owner as time permits.

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.



## SPEEDY AMERICAN VISITS ROCHESTER



**TOP:** New York Central 999 visits Atlantic Avenue Diesel House in 1953, as part of a tour commemorating the 60th anniversary of its historic speed run. In those days, the historic locomotive was kept stored in the shop at Selkirk Yard. **ABOVE:** The railroad donated the 999 to the Chicago Museum of Science and Industry in 1962, seen here en route to Chicago from the Jackson Street overpass in Batavia, New York. **COLLECTION OF JOHN STEWART**

# The Empire State Express

New York Central 999 set a speed record of 112.5 mph on May 9, 1893 with her famous run of the "Empire State Express" through Batavia, New York. Celebrated as the first man-made machine to exceed 100 mph, the engine was constructed at West Albany Shops and equipped with 86-inch drivers. The work of William Buchannan, 999 was part of a fleet of fast passenger locomotives built to ensure the New York Central's edge in speedy service. In 1899, the engine was rebuilt with 70-inch drivers and settled into more mundane roles. In 1913, the famous locomotive was rebuilt once more and became the anonymous 1086, just another working engine in a fleet of antique 4-4-0's. By this time, 1086 was regularly working the coal fields between Clearfield and Avis on the Pennsylvania Division. The locomotive was unceremoniously retired and sent to the scrap line around 1921. An alert employee recognized her, and the engine was rescued and brought back to Avis

Shops where she was spruced up and got her old number back. Once again, 999 became a traveling goodwill ambassador for the New York Central. She made an appearance at the 1933 Century of Progress exhibition in Chicago. In 1939, the locomotive was again refurbished for display and operation at the New York World's Fair. The 999 later returned to Chicago for the 1948-49 Railroad Fair. The photo above shows NYC 999 at rest at the new Atlantic Avenue Diesel House in Rochester, New York in 1953. According to sources, the 999 toured the system in honor of the 60th anniversary of the famous speed record. By now, Selkirk was the retirement home for the 999, where crews kept her ready for public appearances. The 999 was at the New York Central's "Pageant of Progress" on September 18, 1953 at Harmon, New York. The event featured the 999, Hudson 5433, E8A 4091, the DeWitt Clinton replica and RS3 8347. All the locomotives were lined

up on the turntable radial tracks at one of the Harmon roundhouses. All engines were either repainted or cleaned up and before the Harmon photograph was made, and the engines were placed on display in Grand Central Terminal, according to longtime company photographer Ed Nowak. The 999 left NYC rails for good in 1962, when the locomotive was handed off to the Illinois Central at Markham Yard in Chicago. The old girl sat in storage outside for many years before she was restored and put on display at the Chicago Museum of Science and Industry. Years of outdoor display began to take its toll, and the locomotive was removed one more time for a more thorough restoration in 1993. Upon completion, the locomotive was placed indoors, and now visitors may climb up into the cab where they will meet a mannequin of engineer Charlie Hogan who will tell them about his historic record-breaking run in 1893.

—Otto M. Vondrak

## Important Chapter By-Laws Revision Proposal

Per our Bylaws any proposed changes must be published in writing to the membership prior to being voted on at the next membership meeting, these changes were read into the minutes of the December membership meeting.

### ARTICLE XII: DUES AND ASSESSMENT

#### Current:

1. Chapter Dues, membership classifications, late payment penalties and any assessments shall be recommended by the board of trustees to the membership at the October regular meeting. Following publication in the November Semaphore, the membership shall ratify the recommendations at the November meeting.

#### Proposed:

1. Chapter Dues, membership classifications, late payment penalties and any assessments shall be recommended by the Board of Trustees to the membership at the April regular meeting. Following publication in the May Semaphore, the membership shall ratify the recommendations at the May meeting.

#### Reason:

The Oct./Nov. requirements in our current Bylaws is from when we (the Chapter) collected dues from own members, now that the National does the dues collection directly we have to get any changes into the national by July in order for them to be effective the following year.

*Note: Only paragraph 1 from this article is proposed to change.*

THE  
SEMAPHORE

National Railway Historical Society



## FROM THE ARCHIVES

JANUARY 1974  
Vol. XV, No. 5

Compiled By:  
OTTO M. VONDRAK

Thirty-six years ago this month, the Rochester Chapter NRHS met at the Rochester Museum and Science Center. The program was a presentation by George Bauerschmidt, who showed his 16mm color movies of various fan trips with Nickel Plate 759. These trips were very popular, and ran all through the East from 1968 to 1973. Sponsored by High Iron Enterprises, the company founded by Ross Rowland to promote and operate mainline steam excursions. The locomotive was acquired by Nelson Blount and the Steamtown Foundation in 1962, and was returned to Steamtown in 1975, and followed the collection to Scranton in 1983, awaiting replacement of flues and a return to service once again.

It was respectfully noted that Richard I. Cartwright, former president of the Arcade & Attica Railroad, 79, passed away on January 7, 1974. Starting as an accountant, he was president of the railroad for 52 years when he retired in 1966. He also served as director of the Short Line Railroads of America (today the American Short Line and Regional Railroad Association).

Bob Zimmermann provided an update to his previously published Penn Central diesel roster from an earlier issue. He also notes that the motive power situation in Rochester was rapidly changing. "The Alco diesels, which once reigned over local assignments and contributed to Rochester's normal cloud cover, are fast disappearing." It seems that EMD switchers were quickly bumping Alco RS-1s and RS-3s from the ranks. "As far as remaining Alco power in Rochester goes, the 2000-series RS-32s have been holding their own." The author also notes Penn Central's first attempts at replacing Alco prime movers with EMD, "most likely at Altoona. Among these half-breeds are 5420 (This could be a misprint, as 5420 was not part of the rebuild program. Could have been ex-NYC 5240, which became PC 5240

and rebuilt in July 1973 at DeWitt -Ed.), 5242 (ex-NYC 8242, rebuilt September 1973 at DeWitt -Ed.), and 9953 (this was the rebuilt 5242, renumbered 9953 in October 1973 -Ed.)." A 1975 roster shows 22 RS-3m's ("m" for "modified") on the roster, in series 9950-9998. Penn Central began this experimental program in 1972 at the former NYC DeWitt Shops in Syracuse, and Conrail would continue at its Juniata Shops through 1979.

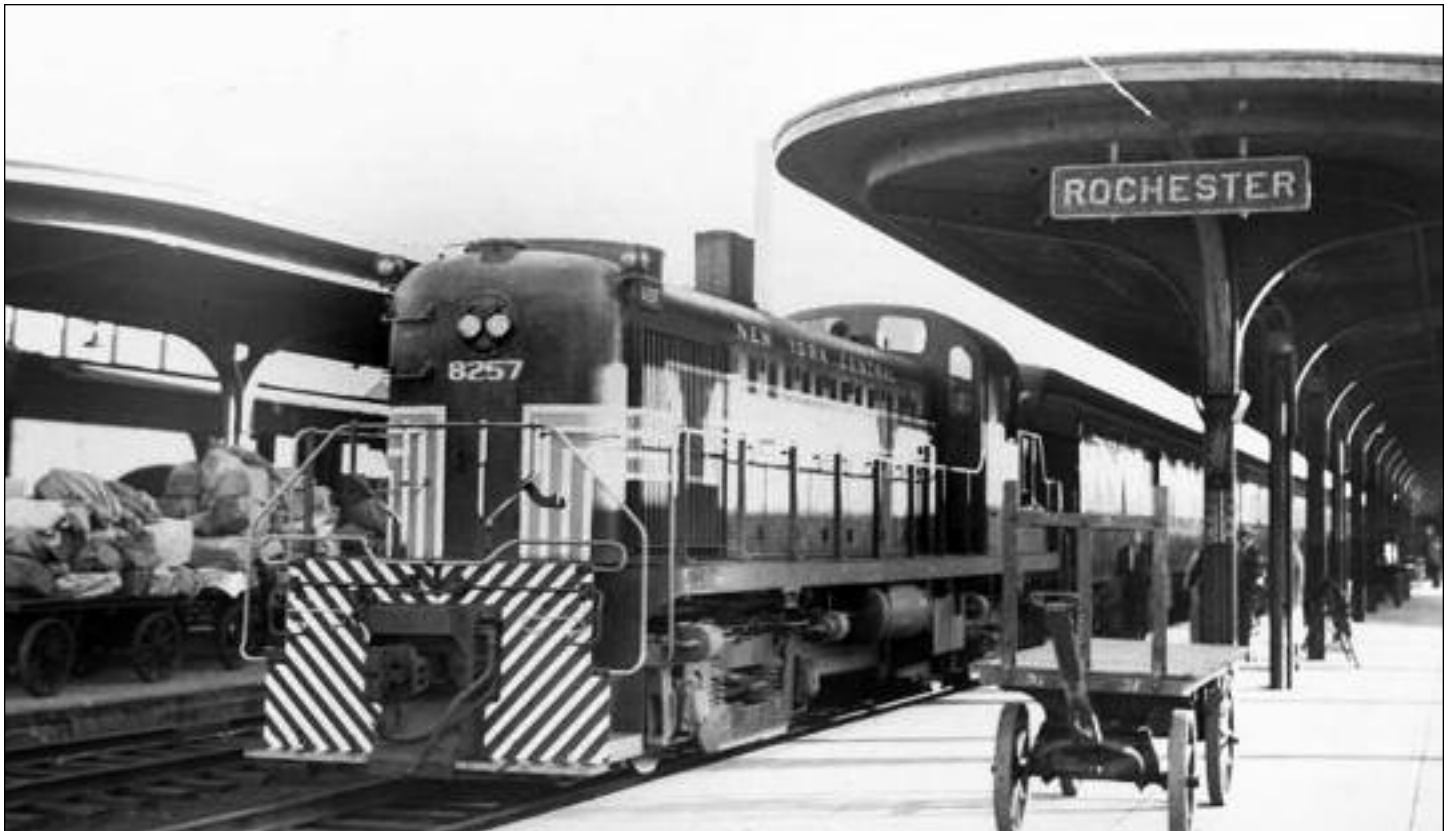
The Fonda, Johnstown & Gloversville became a subsidiary of the Delaware Otsego Corp., completing the process of acquisition on January 4, 1974. The FJ&G was added to the stable of short lines operated by DO, including the Cooperstown & Charlotte Valley, and the Central New York Railroad. The DO is best known for acquiring, operating and expanding the New York, Susquehanna & Western under the leadership of the late Walter Rich.

This issue also notes that regular Chapter news columns are missing due to other commitments by their authors. However, there was a January 5 work part at Oatka (Industry) Depot. Peeking into the future, we learn that the a rotten 14-foot beam was replaced in the basement. A lock was also replaced in the east door of the south waiting room. Work continued on refurbishing and installing a second-hand furnace. It was reported in the January issue that work on our "new book is moving along nicely."

Taking another peek into the future, there's news coming down the pike about a possible new donation of equipment. Seems some Chapter officers wrote to a major railroad to make an inquiry, but never heard a reply. We'll find out the result in the February issue...

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

Visit us online: [www.rochnrhs.org](http://www.rochnrhs.org)



Back when Rochester Central Station had multiple platforms, and the headend mail and express business was plentiful, brand-new Alco RS-3 8257 brings a late afternoon westbound into the Flower City in 1951. Built in June 1951, this locomotive would later become 5257 under Penn Central. In September 1974, this unit would be selected for an experimental rebuild program at DeWitt Shops to replace its Alco prime mover with an EMD 567 engine rated at 1,125 hp. It would emerge as 9963, and continue serving through Penn Central into Conrail until it was officially retired in June 1984 (presumed scrapped). Check out John Stewart's historic photo collection at <http://www.flickr.com/photos/jnos363/> to see more! COLLECTION OF JOHN STEWART

## Editor's Corner

email: [ovondrak@yahoo.com](mailto:ovondrak@yahoo.com)

telephone: 585.820.2341

A new year is upon us! I hope everyone had an enjoyable holiday season. Now we have all the opportunity a new year affords us to look forward to. If you read the article on page 3, you'll see the Motive Power Department is hard at work, even in the "off-season." Many people are working behind the scenes to get our locomotive fleet ready for the coming museum season. Talk to Superintendent Joe Nugent if you want to learn more about our motive power plans for 2010.

Another group of volunteers are working on preparing our former Empire State Express coaches for excursion service. New windows and new seat covers are just one part of the program. Most of the work is indoors, stop by the Restoration Shop and give Don Wawrzyniak, Dave Peet and his crew

a hand if you can. We'd love to bring more volunteers into the fold.

Our Electrical Department has helped put our locomotives to sleep for the winter. Trickle chargers will keep our batteries at the ready until we need to call upon them in the spring. Still other volunteers are working on our new water well connection. The cold weather may slow us down, but we never come to a standstill!

Looking down the road to warmer weather, it's never too early to start thinking about Rail Camp! A program for high-school age girls and boys with an interest in railroading, Rail Camp takes you inside the preservation movement. Campers spend a week at Steamtown under the guidance of top instructors and learn about every aspect of railroad-

ing, from train operation to train restoration. visit <http://www.railcamp.com/> for more info.

I'd also like to take this time to solicit your feedback on the newsletter. Does the current format serve your needs? Is there some aspect of museum operation that you'd like to see more coverage? Are we giving you enough information about Chapter business? Is there some local historic operation you'd like to see an article about? This newsletter is published monthly to serve the needs of the members, and your feedback is taken in the highest regard.

I'll be visiting Rochester in early January, then heading to the big Amherst Railroad Show at the end of the month. See you there!

—Otto M. Vondrak,  
Editor, *The Semaphore*

**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](mailto:ovondrak@yahoo.com) or call (585) 820-2341.

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**Chapter Meeting:**  
**January 21**  
7:30 PM at The 40&8 Club  
933 University Ave., Rochester

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*Next Chapter Meeting:*  
**February 18**  
7:30 PM at The 40&8 Club  
933 University Ave., Rochester

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# Off the Train Wire

—Compiled by Rand Warner

**NEW WATER WORKS:** Our underground drilling and piping is now complete from the well area to the Depot. Work was performed by Liberty Underground, a utilities construction company from Rochester. We now have a tee and a valve installed on the incoming line outside the Depot to support a future freight house building. Jeremy Tuke has added fittings and a valve to the incoming 2" water line at the entry point inside the basement wall. We are waiting for the approval of our engineers' drawings by Monroe County Health Department. Meanwhile, we have to firm up our building plans so we can lay out the needed piping, equipment, and wiring. Thanks to Jeremy Tuke, Jim Johnson, Irene Szabo, Rand Warner, Bill Blaisey, Don Wawrzyniak, Dale Hartnett, Dave Luca, John Redden, Norm Shaddick, Chris Hauf, Bob Mader, Bob Burz and others.

**TRACTION ACTION:** Scott Gleason and Chad Timothy have moved the Chapter's auger truck and bucket truck to New York Museum of Transportation to support overhead wire construction on the south leg of their loop track this winter. Charlie Lowe and his team are busy constructing components for the overhead, including bracket arms and down guy anchors. Some poles have already been placed for this project, guy anchors will follow.

**EXCURSION SET:** We now have all but four windows installed on the five Budd stainless coaches in our Empire State Express set. All air hoses have been replaced on our six active cars. A thorough brake inspection will follow. New seat back cushions and covers are being installed in the coaches. Some modifications to the HEP (head-end power) are needed to accommodate the new electric baseboard heat in one of the coaches. We are working hard towards our goal of resuming public excursions in 2010. Stay tuned!

**MOTIVE POWER:** Dave Scheiderich, Chad Timothy and Rand Warner tarped our Fairbanks Morse to protect it from winter

weather. Volunteers drained the antifreeze and set up battery chargers for LV 211, NKP 79, and EK 9. Other locomotives in our collection were also prepped for continued winter storage.

**STEAM TEAM:** Thanks to a generous donation from Cal and Rose Bulman, plus the proceeds from our pop can recycling, we can now move forward evaluating restoration options for our former Brooklyn Navy Yard 0-4-0T. This product of Vulcan locomotive works was in steam up until 1991, and has been awaiting a return to service ever since.

**THANK YOU:** Special thanks to Cal and Rose Bulman for their generous donation towards our Steam Fund. Thanks also to Dave Shiederich for his donation of ICS railroad subject correspondence course textbooks. Thanks to Rand Warner for donation of a Penn Central signal oil can and a Star electric brakeman's lantern.

• VISIT [WWW.ROCKNRHS.ORG](http://WWW.ROCKNRHS.ORG) •