

THE SEMAPHORE

National Railway Historical Society
ROCHESTER CHAPTER

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NO. 13

Our September Meeting will be held on Thursday, the 18th, in the main hall of the Forty & Eight Club of the American Legion at 933 University Avenue at 8:00 PM.

The program for the evening will be put on by the President, Ron Amberger on his trip to Europe. The show will be a slide presentation showing the colorful electrified lines and steam operations of Western Europe. This should be an exciting presentation.

FROM YOUR EDITOR

Well by now, this being our third Semaphore issue, things are certainly shaping up nicely. The job is becoming easier and easier with each issue that is done. My assistant, James, is doing more, and our typist and layout person, Lori, is learning all those crazy rail "terms" eliminating those early mistakes that were made.

The time has come that new plans are being readied for a possible expanded version of your "Semaphore". Some of the ideas are more articles on local issues, histories, popular train watching spots, and more pictures. Of course, the regular articles would still be printed each month.

Along with this expanded edition, we need more input from all members, young and old. In the last few months, I've heard many stories from our own members of great interest. So in the interest of all, get your stories, articles, or anything you might have to my office and get your name in lights!

Send all articles to my office at the following address: Chuck Riedmiller, 8364 Lewiston Road, Batavia, New York, 14020. It would be greatly appreciated if all articles to be used in the Semaphore reach my office by the 1st of each month.

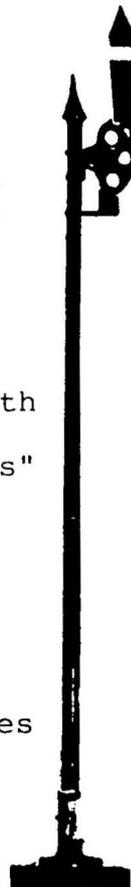
IN MEMORIUM

Chapter member Jack Cohen passed away on September 1.

FROM THE PRESIDENT

Ron Amberger

Since I persue the academic life, I tend to think of the year starting on the first of September. So, at this time I am starting to formulate plans for the chapter during the upcoming "year". We have made a lot of progress recently in our Oatka depot museum with the acquisition of several pieces of rolling stock capped off



with the L.V. (alias PRR) Alco road switcher. a number of volunteers have been working diligently at the museum to restore cars, build new track, and restore the depot interior to the 1910-20 period. I think that we all can be proud of the collection, the depot, and the progress that has been made recently. During the upcoming year, we should have as our goal the incorporation of the museum. A separate status for the museum will bring many benefits; one of the most important of which is financial independence from the chapter. Such independence will permit the museum to apply for museum grants from various levels of government and from foundations.

This coming year is the fiftieth anniversary of the founding of the chapter. I want to assemble a committee to prepare an appropriate celebration of the event. This coming year is also the one hundred and fiftieth anniversary of the opening of Rochester's first railroad, the Tonawanda Railroad. Perhaps, this anniversary can be publicized along with the chapter anniversary.

BOOK REVIEW

The Wilkes-Barre and Eastern Railroad
By: Harold S. Fredericks

Pub. By: Railroadians of Americans
Livingston, N. J.

At long last there is a history of the legendary Wilkes-Barre and Eastern Railroad. This is one of those lines that we all have heard references to, but of which few have any knowledge. Fans with first hand knowledge are few since the road was abandoned in 1937. The line crossed the Pocono Mountains in northeastern Pennsylvania between Stroudsburg and Wilkes-Barre. It was affiliated with the New York, Susquehanna, and Western and hence with the Erie. The line used camelback engines as was the custom on the anthracite roads in the region.

The book contains a well researched history of the road with chapters on construction, freight traffic, motive power, passenger service, shops, and a walking tour of the right of way. There is also a chapter which guides the contemporary hiker over the remaining portions of the railroad.

The book is seriously flawed because there is a total absence of photographs of the subject. In place of photographs, the author has chosen, for some reason that is not clear, to use crudely rendered line drawings made by tracing photographs. Since the author is not an artist or draftsman, the effect is very disappointing to the reader who yearns for visual images of this very photogenic line. We hope that the Railroadians will quickly publish a second edition of this book which will contain the missing photographs.

Ron Amberger

OATKA DEPOT RAILROAD MUSEUM

By: Rand Warner

Progress for August

Rolling Stock & Motive Power:

- Erie Caboose #254 is being readied for operational use. Steps are being fabricated and installed on west side by Neil Bellenger. Lettering applied by John and Gene Redden and it looks great. Glass windows being updated by David Monte Verde.
- Lehigh Valley #211 diesel received blitz treatment by Jeff Baxter, Jeff Bochman, Dave Monte Verde, Bob Cowan, Chuck and Jamie Riedmiller, and John and Gene Redden. Exterior was cleaned and painted. Interior cab cleaned and painted. Unit operated and checked out okay. The beautiful new number boards were made up by John Redden.
- Erie Lackawana MU Power Car #4628 interior refurbishment is continuing by Tom Tischer, Norm Shaddick, Dave Luca, Pete Swanson, Ted Miller, and Ron Amberger. Seat pedestals primed and scraped. Window sills repaired, epoxied, and primed. Roof walls installed and roof painted.
- DL&W Baggage Car will be repository for all locomotive and car parts. Individual lockers are allocated to each unit and installed by Steve Huse, Rand Warner, and Norm Shaddick.
- Fairmont Speeder from Dansville and Mt. Morris made operational and checked out by Jeff Baxter after installation of new parts for motor and carburetor. It will run for the picnic.
- Steve Huse is continuing work on PINE FALLS sleeper-lounge interior.
- Dave Monte Verde is coordinating glass and installation for Sillwell Coach, PINE FALLS, Erie Caboose, and locomotives.

Track & Right of Way:

- Siding #5 is pushing north due to the efforts of Bill Reid, John Redden, Bob Cowan, Steve Huse, John Hixson, and Rand Warner.
- Three 100 lb. switches from U of R donated by CP Ward. Through efforts of Ron Amberger, John Hixson, and Rand Warner the switches were picked up. Delivered by Bill Reid, Bob Cowan, Mike Bernd, and Rand Warner.
- Truck load of ties, timbers, and poles delivered by Monroe equipment through effort of John Hixson.
- Culverts picked up and delivered by Steve Huse and Rand Warner from NYMT.
- Right of Way engineering for cribbing around power poles in process by Paul Freiderich for submission to Niagara Mohawk.
- Seed spread on side of slopes by John Hixson, Curt Boyer, and Bill Reid.

Depot & Grounds:

- Parking lot reworked for drainage to north and west by Paul Freiderich and Bill Reid.
- Culverts along highway placed by Steve Huse and Rand Warner.
- Ron Amberger and Dave Monte Verde are interior decorating the South Waiting Room and Agent's Room.
- Baggage carts repainted by John Hixson.
- New billboard sign is in the works by John Hixson and post holes for new location to be dug shortly.

- John Hixson is cleaning up ballast edges along all tracks by Depot and repairing concrete aprons.
- Steve Huse is continuing the upgrade of our Master Lock System. It's a great convenience appreciated by all.

Construction Equipment:

- 14.9x24 tire replaced and repaired on the backhoe by Steve Huse, Norm Shaddick, Bob Cowan, and Rand Warner.
- New points, plugs, cables, condensor, and distributor cap installed in backhoe tractor by Steve Huse.
- Thermostate replaced on Euclid loader, cooling system drained and flushed, hoses checked, and system refilled by Steve Huse.

Plans for September/October

Rolling Stock & Motive Power:

- Finish exterior steps on Erie Caboose #254 and replace window glazing.
- Paint top of hoods on LV #211 locomotive and stop water leaks.
- Continue interior painting of E-L #4628 MU Car and complete all work on the roof.
- Scrape and repaint interior cab of EK #6 locomotive and replace batteries.
- Replace wood siding on East Side of B&O Caboose #C2631.
- Replace bad steel and West side of PINE FALLS.

Track & Right of Way:

- Ditch along entire east edge of R.O.W.
- Install culverts of low spots across R.O.W.
- Place culverts and catch box at bottom of hill and tie into Conrail culverts to prevent mud erosion.
- Crib around high tension towers with ties from U of R.
- Continue construction of siding #5 northward.
- Install Switch #5 for siding #5 on hill to the north.
- Fine grade new R.O.W. all the way to NYMT end of track.
- Plant grass seed and crown vetch along side sloped to prevent erosion and maintain excavation stable.

Depot & Grounds:

- Outline parking lot with ropes and barrels.
- Complete ballast cleanup.
- Grade the land between display tracks and seed.
- Complete leveling and survey of North end of Depot.
- Finish installation of culverts at highway area.
- Clean out North end baggage room of Depot.
- Consider fixing up basement area for volunteers.
- Add fan to basement to dry out dampness.
- Complete grading and drainage for parking lot.
- Install new V-shaped two-sided billboard and posts.
- Install name signs at Routes 390, 251, and 15 intersections.
- Complete general cleanup activity and remove junk.

Construction Equipment:

- Repair attachment of right fender on boom truck and fix hood alignment permanently. Add fuel filter ahead of the carburetor, overhaul PTO pump, take up the clutch, fix the hand throttle, and hook up hydraulic boom extension.
- Repair hydraulic brakes and wiring on road grader. Take up the clutch, drain and strain hydraulic fluid, and replace broken nose.
- Determine cause of overheating on Euclid loader.
- Make Gardner Denver air compressor operational for sand blasting and painting.
- Repair floor boards in 10 wheel dump truck for winter.
- Install exhaust system on Trojan loader.
- George Bauerschmidt is looking at alternates for radiator for the Gardner Denver air compressor.

Thanks To:

- CP Ward for donation of 100 lb. switches, ties, and timbers and to John Hixson for arrangements.
- Dan Cosgrove for arrangements on grass seed and crown vetch from Harris Seed Co. at cost.
- Bob Cowan and Harold Crouch for donation arrangements on books about EMD Hercules and Cummins diesels.
- John and Gene Redden for arranging overhaul of GM 2-53 Detroit diesel on our Jackson Yard tamper.
- Bill and Lois Reid and Vito Quarnto of Owens-Illinois for coordination of arrangements for donation of Pennsy hopper.
- Dave Monte Verde and Jeff Baxter for arrangements on operational use of #211 diesel and #254 caboose.
- Jeff Baxter, Bob Cowan, and Paul Freiderich for trip to Altoona to accept/inspect Conrail diesel locomotive RS3m.
- Mike Bernd for donation of glass framed 12"x36" color photo of vintage diesel passenger train.
- Tim Tischer for donation on interior paint for MU Power Car.
- Cal and Rose Bulman for donation of charcoal and grill.
- Chuck Riedmiller for blue paint for diesel locomotive #211.
- Jerry Leidertheil for looking into culvert supply.
- Rand Warner for donation of tools, equipment, supplies, materials, and artifacts.
- Neil Bellenger for use of gas welding outfit and electric welding outfit.
- John and Jim Redden for coordination donation of interlocking equipment/levers display.
- Bill Reid for coordination on donation of steel and concrete culverts.
- Paul Saracen for offer to help us with wiring crossing or block signals on our line to NYMT.
- Dave Monte Verde for donation of rear marker lamps set in excellent condition.
- John Pardee for donation of assorted marked railroad artifacts from local area railroads-baggage checks, step, stretcher, brass signs etc.
- Dave Shields for coordinating advertising and publicity for three different railroad museum guides, and the newspaper publicity on arrival of LV #211 locomotive.

- John Hixson for coordinating startup activity for Railroad Theme Boy Scout Explorer Post with Tim Smith of BSA and with help from a committee of Dick Tickner, Dan Cosgrove, Dan Pedtke, and Rand Warner.
- John Hixson for coordinating with Monroe Landscape and Industry School on delivery of ties and timber.
- John Hixson for coordinating with New York State on installation of additional highway signs at important intersections.

Wanted:

- Cushman Truck or equivalent.
- Good spare 18.00x25 14 ply tire for Euclid loader.
- Culverts any type, 18" or 24" diameter by 10ft. minimum.
- Plexiglass for road grader cab windows.
- Gas powered rail saw and rail drill.
- Good railroad spikes.
- Hydraulic fluid, antifreeze, and 30 wt. engine oil.
- Surveying stakes.
- Portable electric generator-Honda 500 watt or larger.
- 80 lb. Dudley rail, joint bars, and plates.
- Commercial weed killer.
- Donations toward gasoline and diesel fuel for outside tanks.
- Spittons for depot waiting rooms.
- Telephone solicitor to contact potential candidate donors for materials, services, supplies, and equipment.
- Outdoor fork lift or orchard tractor lift.
- More seat cushions for cabooses.
- Red lead or epoxy based primer, Rustoleum primer, or other chemical based paint primer for use on metal.
- Weed Killer for NYMT and NRMS R.O.W.'s.

ALLEGHENY REPORT

By: David Monte Verde

Reconstruction work is progressing on this old Pennsy line from Emporium to Erie and the Allegheny RR is busy hauling forest products east and west through Northwestern Pennsylvania. Presently, operations are shut down from 7:00 AM to 7:00 PM for track work scheduled to be completed by the end of October 1986.

The line has Pittsburgh & Shawmut GP's #11 & #10, 2 BL&E SD9's, and the Knox & Kane Chop nose. The GP9 #14 (X-WM 6414) is on lease in addition to their own 2 (X-CR) GP40's. Present traffic movements include log trains out of Kane and Warren to Erie, tank cars from Warren to Johnsonburg, PA. When track work is completed in the fall, pulp and wood chip trains will be diverted from Conrail to the Hammersely Paper's own Allegheny. One more line saved from the scrapper.

The Allegheny uses a very powerful repeater based radio system operating on 160.290/161.460 and they have been heard as far away as the Rochester, New York suburbs.

NEWS FROM D&H COUNTRY

BY: David Monte Verde

The Guilford System's labor problems continue. As the 60 day cooling off period wound down towards the July 23rd deadline, Federal Judge Carter ordered the System to hire back all the furloughed employees back to pre-strike levels. Guilford maintained that they had incurred a 44% loss of traffic resulting from the strike, and that this amount of traffic did not warrant the employment of this level of personnel. Crews were called back, but the traffic density continues to fall below the pre-strike levels.

On July 13th the System appeared to be in the final stages of a Guilford retrenchment to New England - minus the D&H. Rumors were flying that Guilford was preparing to file Chapter 11 on the D&H, and like the N&W's DERECO, the D&H, this time, was going to come out on the short end. The week prior to July 13th saw an eastbound exodus of all B&M and MEC trucks and M of W equipment. Sunday BULA brought all "foreign" road engines east and AYBU/EDNW's two MEC units were cut out at Binghamton for their return east.

The stage was set, as talks continued with the union. Guilford was seeking reduced train crew sizes, over time, and other premium pay functions as well as overall work rule concessions. On July 17th, at the talks in Albany, management pushed for labor reforms and indicated it may file for protection under Chapter 11.

As negotiations reached an impasse, another 60 day cooling off period was announced by the Federal Government extending the period out to September 18th. Guilford management contends that this Federal action is unconstitutional and they are presently demanding changes in the National Railway Labor Act. With the additional 60 days cooling off period, MEC and B&M power is showing on the D&H, but the road back to pre-strike levels still looks long, and in need of a lot of track work.

On the operations front, the D&H's Colonie shops are virtually closed and all maintenance for locomotives on Guilford's Western Division (most of the D&H since July 2, 1982 Hoosac Tunnel to Buffalo & Sunbury, PA) has been switched to Binghamton. This in turn has brought a greater number of locomotives to the E. Binghamton diesel facility, and naturally a larger number of Alcos. In the grouping the last Lehigh Valley painted C420 #419 is dead and being stripped for parts.

EXPLORER POST

By: John Hixson

Our new Post will be formed at a meeting to be held Tuesday, September 30, at the Rush Town Hall (Route 15A) at 7:30 PM.

Copies of the information/invitaion letter will be available at the September Chapter meeting. The new Post number will be either 4884,484, or 464. More on this will follow later. See the "Want Ad" below.

OPPORTUNITY

Kids need leaders to become Railroaders. If interested, please contact any member of the Post Prep. Committee or President Amberger.

WESTERN NEW YORK RAILWAY HISTORICAL SOCIETY

FALL RAIL EXCURSIONS

GENESEE and WYOMING RAILROAD between
CALEDONIA, NY and GROVELAND, NY

1:30 pm OCTOBER 4th and 5th, 1986 1:30 pm

The WESTERN NEW YORK RAILWAY HISTORICAL SOCIETY, in conjunction with the GENESEE & WYOMING RAILROAD, is pleased to sponsor two special diesel-powered passenger excursions between CALEDONIA, NY and GROVELAND, NY.

One 60 mile round trip will be operated each day. Departure will be from the G&W RR yards located approximately 1 mile west of the village of CALEDONIA on RT.5 at the RR highway crossing. Watch for signs. Plenty of parking is available at the loading site. Departure each day will be at 1:30 PM with return at 5:00 PM.

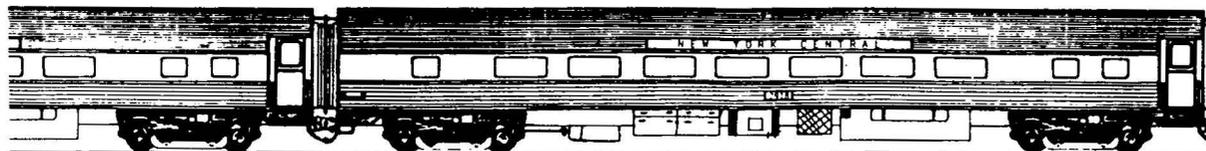
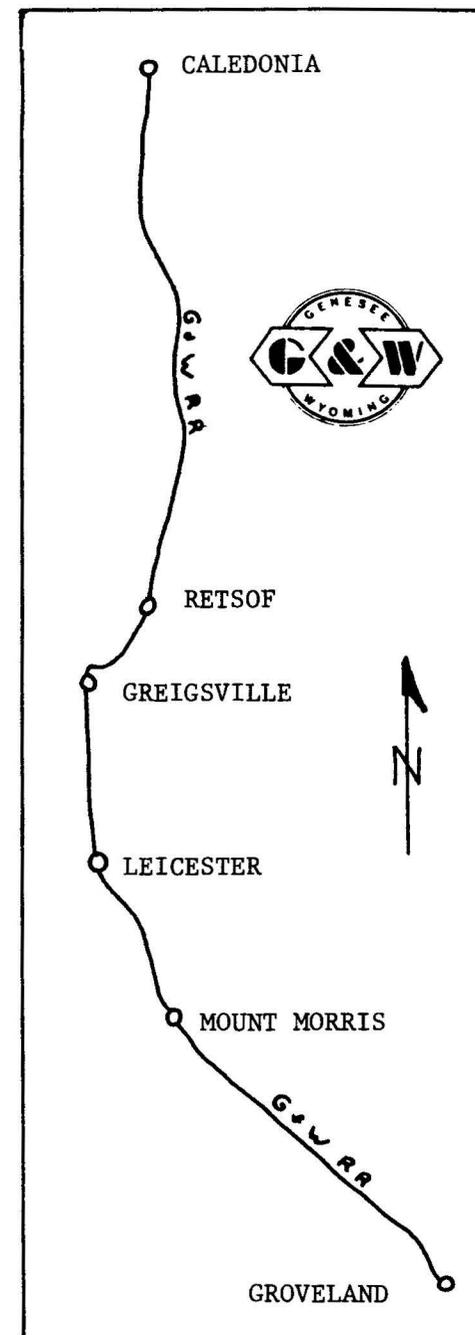
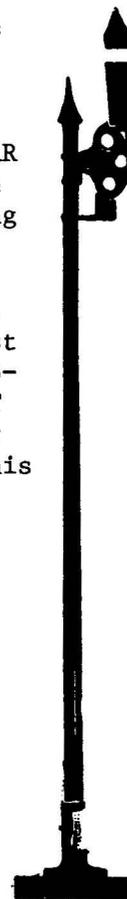
Our train, consisting of G&W motive power and the five WNYRHS 2900 series coaches, will head south from CALEDONIA passing through the G&W shop area at RETSOF and past the INTERNATIONAL SALT CO. mines before joining the former DL&W mainline at GREIGSVILLE. Passing the old depot, we will travel eastbound through LEICESTER and MOUNT MORRIS on the way to GROVELAND where the locomotives will run around the train for the journey back to CALEDONIA. The fall colors are expected to be at their peak this weekend, providing a very scenic ride for one and all.

The cost of the round trip will be \$29.00 per person.

TO ORDER TICKETS, send your check or money order payable to: NRHS-ROCHESTER

TO: NRHS-ROCHESTER
c/o DAN COSGROVE
48 HILLSIDE DRIVE
SPENCERPORT, NY 14559

Please include a SELF ADDRESSED STAMPED ENVELOPE along with your NAME, ADDRESS, PHONE # and your choice of trip date. For further information call Dan Cosgrove at 716-352-6931. Seating is limited, so order your tickets as soon as possible to avoid disappointment.



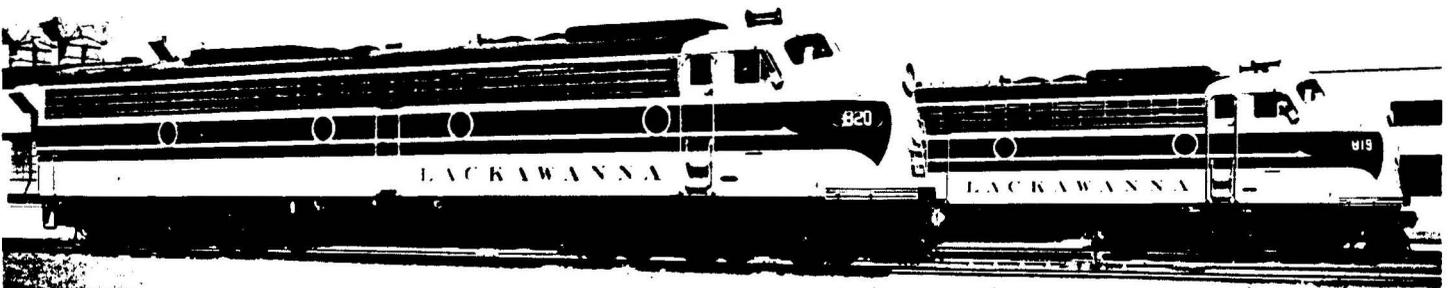
TEN YEAR PLAN FOR THE OATKA DEPOT RAILROAD MUSEUM

By: Rand Warner

Strategy

To become the unique operating railroad museum complex in New York State:

- Museums at both ends of line.
- Interesting scenic ride(s).
- Full gammit of motive power.
- Full gammit of rolling stock.
- Public awareness/participation.
- Tourist attractions for Monroe County area.
- Governmental backing and support.
- Technology and information resource to RR hobby.
- Outreach to other RR museums and RR groups.
- Major complex of museum buildings, display areas, gift shop, and food service.
- Major operational activities on NRHS/NYMT Row and on local/regional area railroads.
- Major revenue production for re-investment in plant facilities, artifacts, restoration, and acquisition.



Collection of Mike Schafer



DELAWARE, LACKAWANNA & WESTERN

Said Phoebe Snow about to go upon her way to Buffalo, "Though Anthracite burns lean, it still leaves me unclean. Keep the steam on the freights for me it's ES's."

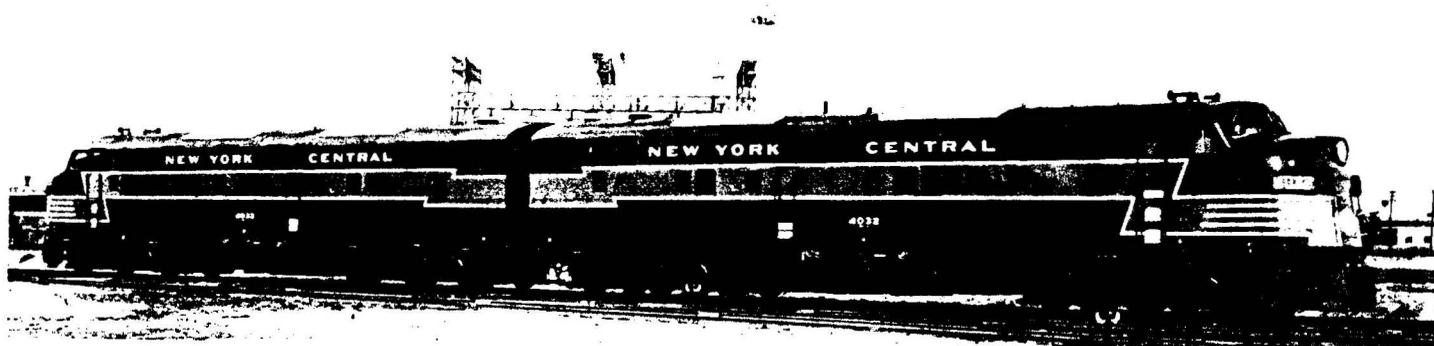
NOTES:
1-810-811 were LMD demonstrators of the same numbers.

ORIGINAL NOS.	MODEL	QTY.	DELIVERED	NOTES
810-820	E8A	11	1951	1

First Class Mail



Rochester Chapter
National Railway Historical Society
P.O. Box 664
Rochester, NY 14602



Collection of Mike Schafer

NEW YORK CENTRAL

Despite its large roster of E's, NYC never purchased any slant-nose models (though color renderings by EMD stylists of NYC slant-nose E's did exist—the road did consider pre-E7 models). The 1945 batch of NYC E7's were delivered in a lightning-stripe scheme that was a reverse of the more-familiar dark gray/light gray stripe version (pictured); the stripe alignment was also different on the earlier units. The stately paint scheme gave way to an unimaginative dark gray/narrow white stripe garb in the 1960's when a large number of U.S. roads succumbed to a fetish for simplified locomotive dress.

NOTES:

1. Rebuilt from wreck-damaged E7A's of the same numbers.



ORIGINAL NOS.	MODEL	QTY.	DELIVERED	NOTES
4000-4007	E7A	8	1945	
4008-4035	E7A	28	1947-49	
4100-4103	E7B	4	1945	
4104-4113	E7B	10	1947-48	
4036-4095	E8A	60	1951-53	
4003, 4020	E8A	2	1953	