



The Semaphore

April 1996
Volume 38
Number 8

Newsletter of the Rochester NY Chapter, National Railway Historical Society

Program: April 18

Shelden King discusses LV at Manchester

Chapter member **Shelden King** will give the program at the **April 18 meeting**. It will concern the Lehigh Valley at Manchester, with slides of views made over the years, including the 1911 derailment, feature of a splendid article by Chapter member Mary Hamilton-Dann in the current Bulletin.

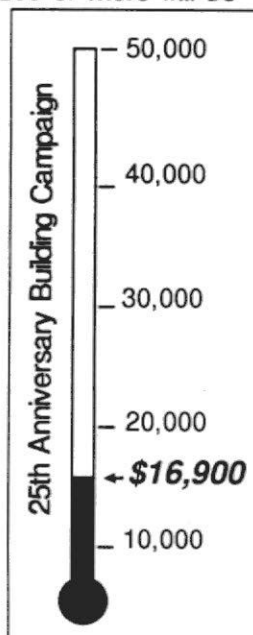
It is appropriate that the Lehigh Valley be remembered at this time. It was 20 years ago on April 1, 1976 that the Lehigh Valley, with other northeast railroads, came together as Conrail. That resulted in the immediate abandonment of much of the Lehigh Valley in New York state.

Building Fund Growing -- Slowly!

Only a few 'slots' left in Challenge!

As you may remember, the first 25 contributions of \$200 or more will be matched with \$200 by our President, Dave Luca. As of this writing, there are only 6 slots remaining. So your chances of **your \$200** being worth **\$400** will soon disappear.

We'll really have to 'turn up the heat' if we want a restoration building by this coming winter. Burr-r-r! - Editor



Visitors getting Bird's eye view of Lake Ontario and Rail City from top of 50-year old NYC water tower & famous "old #38".
Robert J. Groman photo (copyrighted)

Robert J. Groman of Rail City Museum Guest Speaker at Banquet on Sat. June 6

Enclosed is a 'flyer' with details of the Annual Chapter Banquet. The festivities start at 6 PM at the Rochester Brew Pub, 800 Jefferson Rd.

Our guest speaker will be Robert Groman who is the son of the founder of Upstate NY Rail City Museum. Mr. Groman recently had an article in *Trains* (Dec. 1995), wrote numerous articles for over a dozen newspapers and has appeared on TV including CNN.

He began researching Rail City in 1991 when he discovered a cache of his father's negatives of over 1,600, which were printed or made into slides. In addition, Robert has traveled to Colorado, Tennessee and Pennsylvania to add to his research on Rail City Museum.

Tickets are \$17 for singles, \$33 for couples (includes banquet and a collector's mug). Order from Mike Byrne, 49 Weiland Woods Ln., Rochester, NY 14626. For info, call 225-5659.

Depot Volunteer Attendance for 1995 Hits a New Record High

by John Redden

Last Summer, there was an article in the *Semaphore* that reported the attendance at the Depot Museum by volunteers for 1994. During that year, we had at least one person out on 265 days of the year, which is about 72%.

The totals for last year are in, and we managed to increase that figure substantially and break our record. In 1995, there were 290 days with a least one volunteer working at the depot. That is an attendance rate of 79%! The big monthly winner was August, with an amazing thirty out of thirty-one calendar days with a least one person working, or 97% attendance! Keep in mind that less than ten years ago, the depot might go many weeks, or even several months without a visit from a Chapter volunteer. This was especially true in the Wintertime.

Activities at the depot were varied. The list below shows a cross-section sampling of the volunteer's interests. They included:

- magazine pickup and drop-off by our Chapter Store
- D-7 bulldozer delivery
- a number of meetings, including regular monthly Chapter meetings in June, July and August, and a variety of smaller Committee meetings
- tour guidance
- motor car operation
- block signal installation
- delivery of ties, rail, and related hardware which was donated from Delphi, and removed by our volunteers
- disassembly of an office building which had been donated by Conrail (and had been used by Chapter Member Danny Cosgrove when he opened New York Central's Rochester Flexi-Flo terminal)

This list is not meant to be all-inclusive, but rather to show that there is some kind of activity for nearly anyone interested in railroads (or construction equipment, or bookstore op-

eration, or electrical work... the list is pretty long). Please note that the work listed above is in addition to our 'normal' Saturday Preservation Committee activities, which are well-documented in the *Semaphore*. If you're not currently involved and would like to be, contact any Board Member, and give some idea of your interests. Our activities continue to broaden and we welcome aboard anyone who wants to volunteer.

An Appeal

by Don Shilling

An appeal to the most worthy, loyal, beneficent and ever charitable members of the our proud Rochester Chapter of the National Railway Historical Society:

Our numbers ... are few, but our needs are great.

The Cause ... is just and our mission is worthy.

We must ... still raise 80 percent of our goal.

Therefore Any amount ... however small will be greatly appreciated.

Please ... won't you donate to our Capital Building Fund?

The above message is a sincere and thoughtful request from your Chapter's Depot Silver Anniversary Committee.

Board appoints Jeremy Tuke to Board Post

John Kernan regrettably asked to be replaced as Recording Secretary as he now attends night classes.

The Board appointed Jeremy Tuke to this post until the next elections.

NYMT Schedule

May 19: Transportation Day

June 16: Phoebe Snow Day

July 14: Antique Truck Show

July 20 & 21: 25th Anniv. of Depot

Aug 10 & 11: Gandy Dancers

NYMT is open every Sunday from 11 am to 5 pm. See enclosed flyer.

Membership Committee Report

Thomas A. Way, Chairman

Welcome to these new members:

Gerald Lederthiel

4884 Dewey Ave
Rochester, NY 14612
663-9318

Howard C. Sarquist, II

63 Morrill St
Rochester, NY 14621
544-9578

Albert & Kay Allard

50 Bright Oak Dr
Rochester, NY 14624
889-4807

Rev. Joseph D. Donovan

4199 East Ave
Rochester, NY 14618
381-3064

Dale L. Fravel

416 Hampton Blvd.
Rochester, NY 14612
581-1175

Sherri L. Michalski

1934 Johnson Creek Rd
Barker, NY 14012
795-3012

Bernard F. Donovan, M.D.

64 Hill Terrace
Henrietta, NY 14467
244-7390

Robert J. Ferraro

603 Lake Rd
Webster, NY 14580
671-0729

NOTES:

All payments for your Dues should be made before April First. Beyond that date, your name will be deleted from the Roster, your *Semaphore* subscription will lapse and the *National Bulletin* will stop.

SO NOW IS THE TIME TO PAY UP!

Current Membership Tally:

Full National at Rochester	176
Elsewhere + Rochester	8
Family	20
Total:	204

Mrs. Jack Matsik Recovering

Jack Matsik's wife is recovering from a recent two-car accident.

Rochester & Genesee Valley Railroad Museum

by Rand Warner, Chairman, 425-8587

Season Opening

We will be opening this year early in May with the weekend activities around the National Model Railroaders Association Convention Sat/Sun May 4/5.

That leaves precious little time to get ready after the snow melts and the mud dries up. We all need to pitch in to clean up all areas, both indoors and outdoors, and get our exhibits ship shape. We will be offering rides to the NMRA conventioners, so that means our track, track cars, trains, operators, and crews need to be ready as well. Here's to a very busy April!

Development Committee

Several people from the Chapter membership have indicated interest in being a part of this activity. As our Chapter and all its functions, finances and activities grow, development becomes ever more important. You could think of development as applied to pro-actively driving growth of membership, visibility, leadership, resources, skills, finances, activities, contacts, interfaces, networking and accomplishments. We will be having a kickoff meeting soon. Call Rand Warner if you want to come.

Safety

Designated Safety Officer: John Redden, 594-2227

A number of paper trail notebooks are being maintained by John Redden, Rand Warner and Jeremy Tuke. Track and equipment inspections are being performed by responsible superintendents. Track car operator training manuals and training have been provided by Jeremy Tuke. Train operation rulebooks and training are being provided by John Redden. Safety meetings are held quarterly. First aid kits and fire extinguishers are carried on track motor cars, and are maintained

at NRHS Depot and NYMT Barn. Two-way radio communications is a big safety factor between track cars, trains, M.O.W. equipment and base stations.

Motive Power

Supt. John Redden, 584-2227

All our locomotives now have two-way radios, self-contained, dedicated block heaters and battery chargers. Our next addition should be self-contained, dedicated pre-lube pumps on LV #211, NKP #79 and Army #1843. We have the parts.

RG&E #1841 will be taken out of service shortly for needed brake work.

EKC #6 will be getting at least spot touch up paint work this year.

Construction & Equipment

Supt. Joe Scanlon, 394-8841

Our new 10-wheel Mack diesel truck should be on site as you read this, thanks to George and Dave Knab, Joe Scanlon, and Fritz Odenbach of Manitou Construction Co.

We are currently reviewing allocation options for our several cranes on rubber and crawlers. Both types have their inherent advantages. Some are to be disposed of.

Tom Phillips has the Barber Greene crawler conveyor getting close to operation, and should be in service some time this season.

Our construction equipment, in operation, will be featured at our season opening during Transportation Week.

Stay tuned for late breaking developments (See Page 5)

Passenger Equipment

Supt. Bob Miner, 671-5389

Bob has generated a listing of work required on our excursion train set at Sodus. Warmer weather and longer

evenings will soon permit starting these efforts.

Chuck Whalen is coordinating restoration work on the Erie Stillwell coach. Both interior and exterior work are continuing, regardless of weather, by Chuck, Bernie Cubitt, Rick Isrealson, Dave Behnke and others. We are planning to install prototype Stillwell seats. Sponsor a seat for \$100 delivered and installed.

Freight Equipment

Supt. Chris Hauf, 381-8583

Chris Hauf and others are working on interior rehab of our Penn-Central transfer caboose. Loose cabinets and tanks are now back in place. Wall panels have been removed to permit access to damaged sheet metal.

John Redden and others are working on interior rehab of the B&O bay window caboose. Cabinetry is being removed for refurb. The interior ceiling needs replacement.

Jeremy Tuke is making plans for rehab of BR&P caboose. This will require some back-dating from B&O days.

We hope to have the exteriors of the above three cabooses presentable during the 1996 season.

Track & Right-of-way

Acting Supt.: Rand Warner, 425-8587

High priority trackwork will start as soon as ground is unfrozen; permitting tie and switch timber replacement at NYMT, spot ballasting and surfacing at NYMT, rail grinding and realignment at NYMT, and preparing new loading track at NYMT.

Our newly operational track crane with tender car, and hi-rail boom/dump truck should be big help to our productivity this year. We have already started collecting switch frogs with the high rail boom truck.

We are evaluating various alternatives for increasing and improving our storage track areas and alignments. New tracks will need to be constructed to support our new restoration building as part of our overall integrated plans.

Communications, Signals & Power

Supt. Neil Bellenger, 359-9985

Mike Dow and Jim Johnson are finishing our first relay case wiring. This case will support our first blocks on the hill and north of Switch #6.

Revised and improved outside power stanchion wiring is now operational and greatly appreciated.

Additional wiring for signals and communications is being installed and will be extended up the hill and beyond.

An active signal indicator board has been started in the Depot and is partially operational.

One tenth mile markers are being completed to NYMT. Thanks to Jim Johnson, Charlie Harshbarger, Mike Dow and Neil Bellenger.

Maintenance of Way Equipment

Supt. Norm Shaddick, 865-2773

George Knab, Bob Mader, Bob Miner and others now have our Ford hi-rail, boom/dump truck fully operational, relocated onto rail, checked out, and in service for the museum.

Dave Behnke and the Roe brothers Raymond and Leonard, have a new metal roof going on our PRR track motor car.

Norm Shaddick is working on TC #2 track car and Jackson Tamper, getting them ready for 1996 season.

Our Kershaw snow brush has been relocated, under its own power, to our yard for rehab. Dave Behnke is putting on a new roof. John Redden and Norm Shaddick are putting on missing hoses for snow brush. The 4-53 Detroit runs great.

Bob Mader is continuing with air brakes project for track cars.

Rand Warner is reworking G&W motor car into trailer car #3.

Want to know about Track Car Training? See Page 6

Electrification

Task Force Chm.: Rand Warner,
425-8587

We are contacting local utilities for spent poles and hope to have some poles on site soon. We plan to start putting up poles in conjunction with Transportation Week in May. Various sources of AC and DC power are being investigated.

Don Quant, Jim Dierks and Dave Johnston are supporting electrical rehab of Rochester & Eastern interurban #157. Rand Warner and Jim Johnson are looking at Sweeper #130 electrical operation.

Overhead hardware has been sorted at NYMT barn by Ted Strang, Charlie Lowe, Jim Dierks and others. A road trip was made by Eugene Redden and Rand Warner to investigate a diesel generator set, and others are being pursued. Charlie Lowe has updated his pole layout map. Neil Bellenger will be acquiring rail bonding equipment.

Buildings & Grounds

Supt. Dave Luca, 288-0318

Dave Luca has been working on Depot plumbing and cleanup. George Bauer-schmidt and Rand Warner are working on sewers.

Drainage improvement projects will be a high priority this year. We plan to interface closely with Tom McTighe on the efforts along the Mortimer track and right-of-way.

We will begin gravelling our areas on the west side of the Mortimer line this year, as an aid to parking and display of construction equipment.

We expect to also be extending our cleared area farther northward this year along the west side of the Mortimer line.

Train Operations

Supt. John Redden, 594-2227

Equipment has been relocated for the 1996 visitor season. and also to enhance restoration projects on Penn-

Central transfer caboose and B&O bay window caboose.

Various operating scenarios are being reviewed for the operating season and special events. Priorities have been established for track and equipment activities as they affect enjoyment and safety of our visitors.

Visitor Operations

Supt. Don Shilling, 381-3171

Don Shilling is preparing materials and training for sessions to start very soon, overlapping with Jeremy Tuke's track car training sessions. Please call Don and Jeremy to offer your very important support to our interfaces with the visiting public. That applies equally for store operations at NYMT gift shop and for ticketing at NYMT gift shop. Call Bob Miner or John Weber if you can help in these areas.

Tool Car & Shops

Supt. Charles Harshbarger, 266-8339

As we look ahead to our first restoration building, and additional future buildings to support our many activities, we are collecting input suggestions on the features for these structures. Please call Charles Harshbarger, Dave Luca, John Redden, Don Shilling or Rand Warner with your thoughts on near term or future structures.

We are actively looking at various types of new buildings, and also buildings to be dismantled and moved. If you are aware of any candidates of the latter, please give us a call.

Engineering Dept.

Supt. Jim Johnson, 467-1672

Functional files continue to be expanded and improved, with assigned cabinets, drawers, folders, tabs and labels.

We're still looking for more local topographic maps and old town and village plat maps that show railroads, trolley lines and industries.

Thanks to ...

Jeremy Tuke for beautiful new switch keys, lantern repairs and restorations, and log books for track car safety/operation.

George Knab for offer of Porta Power hydraulic jack outfit, and for pickup of rebuilt hydrovac unit for hi-rail boom truck.

Chris Hauf for color prints and hardware for P-C caboose restoration and offer to underwrite seat upholstery.

Charles Harshbarger for gasoline and kerosene fuel.

Bob Mader has donated air cylinders for brakes and shift on "MaderMobile" track motor car.

Jim Johnson has donated electrical and PA system equipment.

Wanted

Electrification:

- Good wood poles 30 ft. or longer, 16" max butt diameter.
- 300-500 KW diesel generator set.
- Feeder cable: 2-0, 3-0, or 4-0 copper, can be bare or insulated.
- Galvanized guy wire.
- GP-38 diesel loco rectifier, or later model.

Erie Stillwell Coach:

- Seat Sponsors.

Restoration Building:

- Sponsors to help us meet \$50,000 Capital Funds goal.
- Information on available metal buildings at least 60'x120'x18'.

Steam Loco

- Steam repair tools for boiler work, etc.

Rolling stock

- Single car test device.
- Good serviceable box car.

Maintenance-of-way

- Tie inserter/remover.
- Jordan spreader.
- Good serviceable flat car.

VIA THE INTERNET

Contributed by Mike Byrne

CONRAILNEWSWIRE: Conrail and the Transport Workers Union have reached a tentative agreement leading to a cooperative venture between Conrail and The Greenbrier Companies at Conrail's Hollidaysburg Car Shop located near Altoona, Pennsylvania. If implemented, Greenbrier would agree to invest \$10 million in projects to benefit the Shop. This venture will also supplement Conrail's base fleet work with Greenbrier-controlled rail cars, as well as other third-party rail cars.

Shedding trackage: After analyzing eight separate bids, Conrail has chosen to negotiate with RailTex, of San Antonio, Texas, and the Providence and Worcester Railroad, of Worcester, Mass, to transfer ownership and operating rights of almost 400 miles of rail lines in Eastern Massachusetts and Connecticut. The transaction is expected to be completed in August. Conrail will no longer operate in Connecticut and on several branches in Eastern Massachusetts.

Conrail is currently selling approximately 1,800 miles of light-density rail lines across its 12-state system. Their goal is to expand their partnerships with short line and regional operators, who have demonstrated the ability to enhance customer service by being more focused on the day-to-day requirements of customer on these lines. Conrail is focusing on providing transportation throughout the country rather than providing local service.

"The News from Here"

(Abstracts Compiled by Al Turner <danny-b@access2.digex.net>)

Norfolk Southern has purchased a 10,000 acre parcel of land in western Virginia. This property reportedly contains 40 million tons of recoverable coal.

The Canadian government is considering a plan to sell their 13,000 covered hopper grain cars to private agricultural companies.

A different Kind of Net

by Bruce R. Matthews

If two or more amateur radio operators get together and talk about a subject they call it a 'net' (short for networking long before the computer came along). For some time, interest in having a Railroad Net here in the Rochester area has been growing among a group of amateurs. If you are not an amateur, don't feel left out. All you need is a radio that can tune in between 145.00 and 147.00 MHz, a telephone, and interest in the subject of railroads.

If you're interested, drop me a note, call, or listen in on the Western New York Scanner and Shortwave Listeners Net on Mondays, 8:00 PM on 146.925 MHz. Joe, KB2EQP, has been talking about a special net for people interested in railroads the last few weeks. Call the gateway (one of the radio operators who will relay messages) on the phone; let him know you're interested.

Bruce R. Matthews, 690 Marsh Rd, Pittsford, NY 14534-3334; (716) 248-5317; call letters: N2PGT.

Construction & Equipment

by Joe Scanlon

Our construction season at the depot hasn't started yet, but that doesn't stop us from obtaining another major acquisition -- a Mack 10-wheel truck!

Once again Mr. Fritz Odenbach of Manitou Construction Co. offered us another major piece of equipment in good operating condition for our heavy equipment fleet: a 1967 Mack Model DM ten wheel truck in very good condition. The Mack is historically significant because it represents the first year that Mack introduced their new DM models which were especially designed for dumper/mixer truck use, and are therefore built for heavy duty use -- just what we need for heavy hauling!

Continued on Page 6 >>

Track Car Training - 1996

by Jeremy Tuke, 359-8944

The first classroom training session for the 1996 season was held at the Industry Depot on Saturday, March 23, with a good crew of fifteen operators in attendance. That's around forty percent of those who have expressed an interest in operating track cars at the museum this season! Thanks to all of you for your interest and input!

As a reminder, the training sessions are scheduled for the following dates:

March 30: "Classroom" session only.

April 6: "Classroom" and Operator qualifying session.

April 27: Operator qualifying sessions only.

Finally, **May 4 will be a "catch all" session**, where we will be finishing up operator qualifying prior to the Joint Museum opening. All sessions are tentatively scheduled to begin at **9:00 AM Sharp.**

"Classroom" sessions will involve review of operating procedures, museum procedures, safety and radio rules, and other general topics, followed by a test. Generally these sessions will last approximately 1-1/2 hours. Operator qualifying sessions will involve actual operation of the track motor cars up and down the line to re-acquaint and familiarize operators with the equipment.

Operators must attend one classroom and one qualifying session to be qualified for the 1996 season.

We would like to have "veteran" operators filling the schedule for the first five or six weeks, so if you have some dates in mind please let me know as soon as possible so that I can get you on the "crew board." This way our newer operators can ride along early in the season and operate during regular museum times prior to going "solos." We are looking forward to seeing all of you at subsequent sessions, and thank you again for your interest and participation! Please look for updates in subsequent issues of *The Semaphore*, or feel free to contact me evenings with any questions.

Construction & Equipment by Joe Scanlon

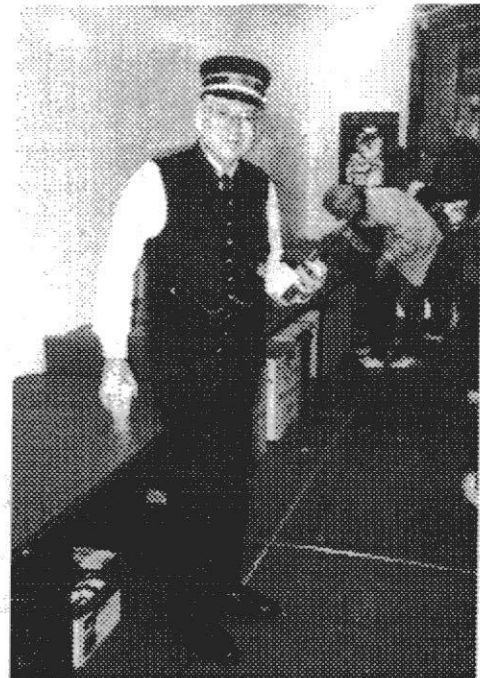
(Continued from Page 5, Column 3)

George Knab was given the assignment of bringing Manitou Construction Company's Truck #232 back to life after it had sat idle for eight years. George enlisted his son David's help. They went to work on the truck freeing up controls stiff from inactivity and replacing parts that had been removed over the years to keep other unit working. George and Dave worked on the Mack in the same expert way that they have on other Chapter equipment, and in about two hours Truck #232 was up and running! Thanks to the team of George and Dave Knab for another professional rescue adventure!

The Chapter owes a special debt of gratitude to Mr. Fritz Odenbach, President of Manitou Construction Company. Over the last few years, Fritz has been especially generous with donations to the Chapter. Our sincere thanks, Fritz! The continued generous support by the Dolomite group of compa-

Another Interview:

Donovan Shilling



Don is a native of this area having been born in Fairport. He attended SUNY Brockport where he received an M.S. in Educational Administration. That served him well as he retired from teaching and principal positions.

Don became a member of our Chapter in 1983/84 bringing with him his interest in rail history. He is currently a member of the Board of Trustees and coordinator of depot tours and museum volunteers (no doubt using his former profession attributes). In addition he is Corresponding Secretary and Chairman of the 25th Anniversary Committee.

Don is also a RR modeler. He started with an "O" gauge train set belonging to a pal in grammar school. He joined NMRA 30 years ago. His speciality is building and detailing theme dioramas which he has displayed at various events -- the most recent at the Strong Museum show. They are so detailed that an observer could spend almost an hour and still miss a "piece of the action."

As an avid writer, he has written numerous historical stories for local newspapers and magazines and given several classes on local history at the Rochester Museum & Science Center.

nies, including Manitou Construction Company and Rochester Asphalt Materials Company have helped the Rochester and Genesee Valley Railroad Museum achieve major milestone goals in the last few years.

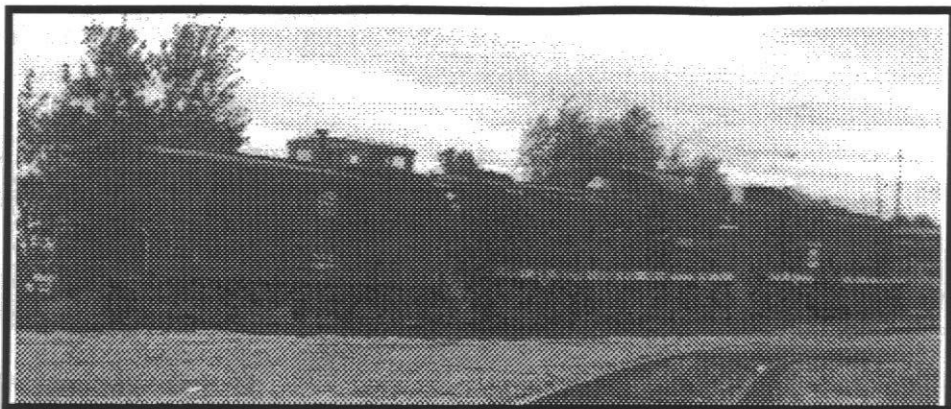
Cabooses and Company Shops

by John Redden

The Chapter's recent acquisition of the Penn-Central transfer caboose adds another interesting facet to our growing collection of rolling stock. It is an additional reminder of the days when most of the large railroads manufactured their own rolling stock. Several roads even built their own locomotives. Places like Altoona (PRR), Hornell (Erie), East Rochester (NYC), and Salamanca (BR&P) were 'Shop Towns' where most of the employment was related to the railroad. Unfortunately, this tradition, like many others in our hobby, has been made largely obsolete, in this case by locomotive and car manufacturers who turn out a few standard models to meet the needs of all customers.

We now have five cabooses in our collection, and four of these were manufactured by the railroads that owned them. The New York Central built our caboose 19877 in its Oswego, NY shops in 1921. Baltimore & Ohio built the wagon-top bay window caboose C-2493 at its Keyser, West Virginia shops in 1942. The Erie built our recently repainted C-254 at its shops in Dunmore Pennsylvania in 1946. And, most recently, the Penn-Central built the transfer caboose 18526 at Despatch Car Shops in East Rochester in 1969. This was one of the last projects at the Shop before it closed down. In addition, our BR&P caboose, although built by a manufacturer, was a copy of the prototype for the class, which was designed and built by the Railroad. Finally, our neighbors to the North, the New York Museum of Transportation, have Genesee & Wyoming caboose number 8, which was formerly owned by the Lackawanna. It was built at the DL&W's Keyser Valley, Pennsylvania shops. So nearly all of the combined collection of cabooses were either designed or built (or both) within a couple-hundred miles of Rochester.

In addition to their local roots, most of these cars are known to have been



Two NYC RS-1s with Caboose 19877 (now in Chapter collection) at Charlotte, NY about 1964

Photo by William Chapin

used regularly in the Rochester area. Thanks to Chapter member Bill Chapin, we have photographic proof that the NYC 19877 was used in Charlotte on the Central in the 1960s. Duncan Richards took a nice picture of the Conrail 18526 when it was on the train that picked up the RG&E BeeBee station engine for delivery to our museum in 1991. The B&O caboose was used for several years by the Rochester & Southern after they had a mishap in the old Rochester Subway trackage. It seems that they were delivering a car of newsprint to Gannett's underground siding one day, and the brakeman was riding the car being pushed by the engine. He accidentally dropped his radio, and since he could not communicate a stop signal, the train ran right through Gannett's underground door! So the R&S decided to provide a better place for the brakeman to ride in the form of an old caboose. Our former BR&P caboose is rumored to have been used regularly in Charlotte on the B&O. And finally, our caboose C-254 was apparently used on the Erie's old Allegany Division local, between Hornell and Salamanca. A retired carman from Hornell told us this several years ago.

Each of our cabooses has some distinct features. Many caboose designs were considered a sort of trademark of their respective railroads. The New York Central 19000 series ca-

booses, with its rather long wooden body and small end-mounted cupola, was the standard for its freight trains for several decades. It also became the prototype for an early line of Lionel model cabooses. The B&O 'wagon top' design was used on numerous boxcar designs that the company built, and was also used on this bay-window caboose design, which dates from the mid 1930's. This makes it one of the earliest bay-window caboose designs. The term 'wagon top' comes from the reinforcing ribs that run up one side, over the roof, and back down the other side, resembling an old covered wagon. The Erie's C-100 and C-200 series steel cabooses, with their distinctive slightly-off-center cupola, were built in the mid-1940's and were used initially on big, long-distance freight trains, and later on the locals. The Penn-Central's transfer caboose design was an interesting bit of ingenuity, taking large portions of a retired steel boxcar to create an unusual-looking, but very utilitarian bit of punctuation on the end of PC yard jobs, transfers, and local freights.

So when you look at our cabooses, think about their local heritage, both in their operation and their construction. It is a reminder of the days when the railroads lived by the saying "To do the job right, you have to do it yourself!"

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 \$5.00 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: Dave Luca

Vice President: John Weber

Treasurer: Ira Cohen

Recording Secretary: Jeremy Tuke

Correspondence Sec.: Don Shilling

National Director: Bob Miner

The Semaphore Staff:

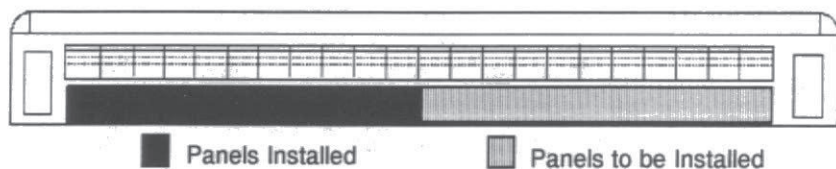
Editor: Gale Smith

Printing: Dave Luca

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: (716) 544-6221. Contributors using a computer are asked to send their submissions on any MS-DOS diskette in ASCII format, as well as a printed copy. **Deadline: The first of each month.**

Stillwell Coach Panel Installation Status:

This graphic of the Stillwell coach was extended to represent 22 panels (11 panels per side). All panels have been subscribed. To date, eleven, or those on the west side have been installed.

**The Semaphore**

Rochester Chapter

National Railway Historical Society

P.O. Box 664

Rochester, NY 14603

Chapter Meeting & Program:

LV at Manchester

by Shelden King

8:00 PM, April 18, 1996

40 & 8 Club, 933 University Ave.

Non Profit Org.

U.S. Postage

PAID

Rochester, NY

Permit #826